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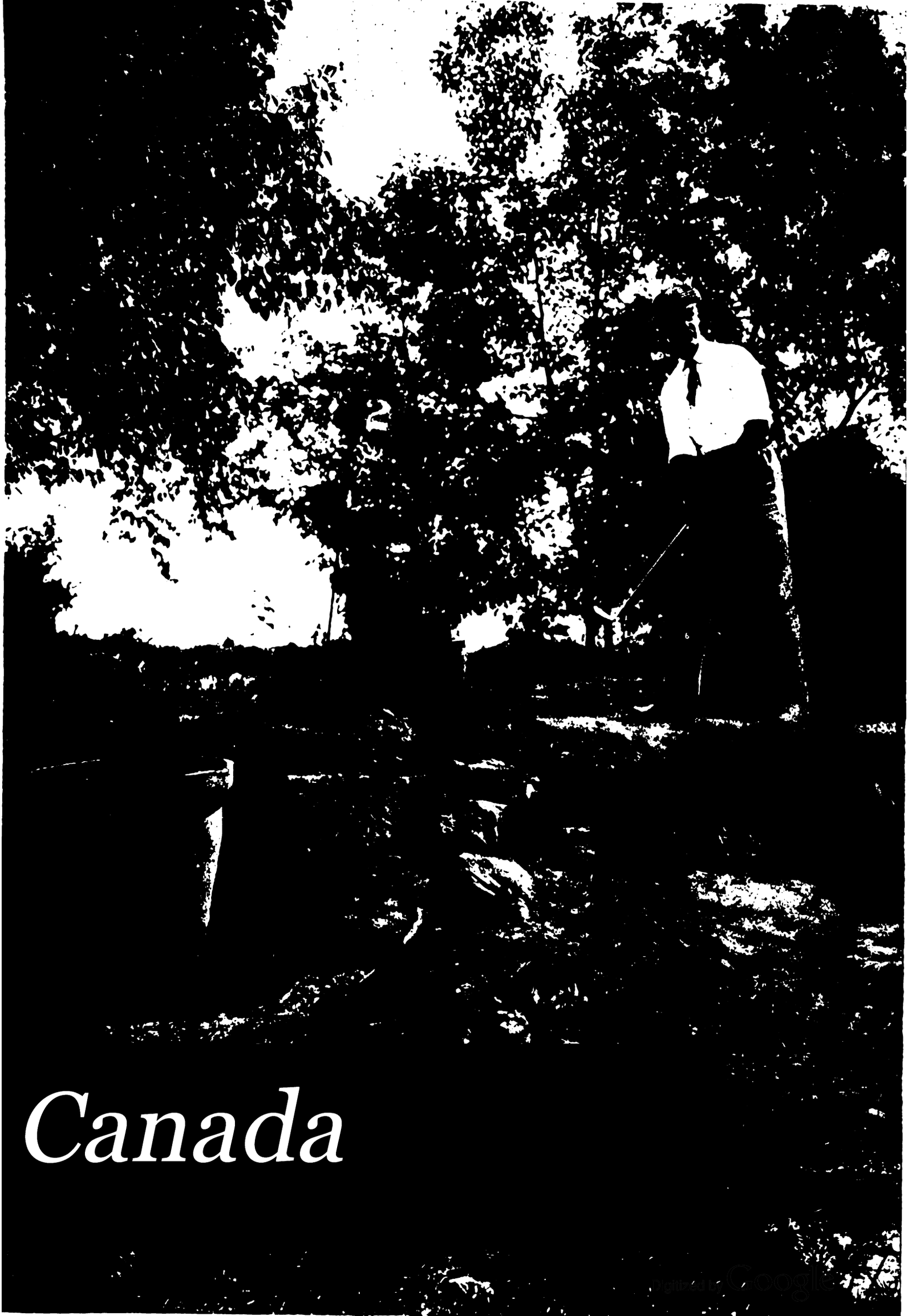

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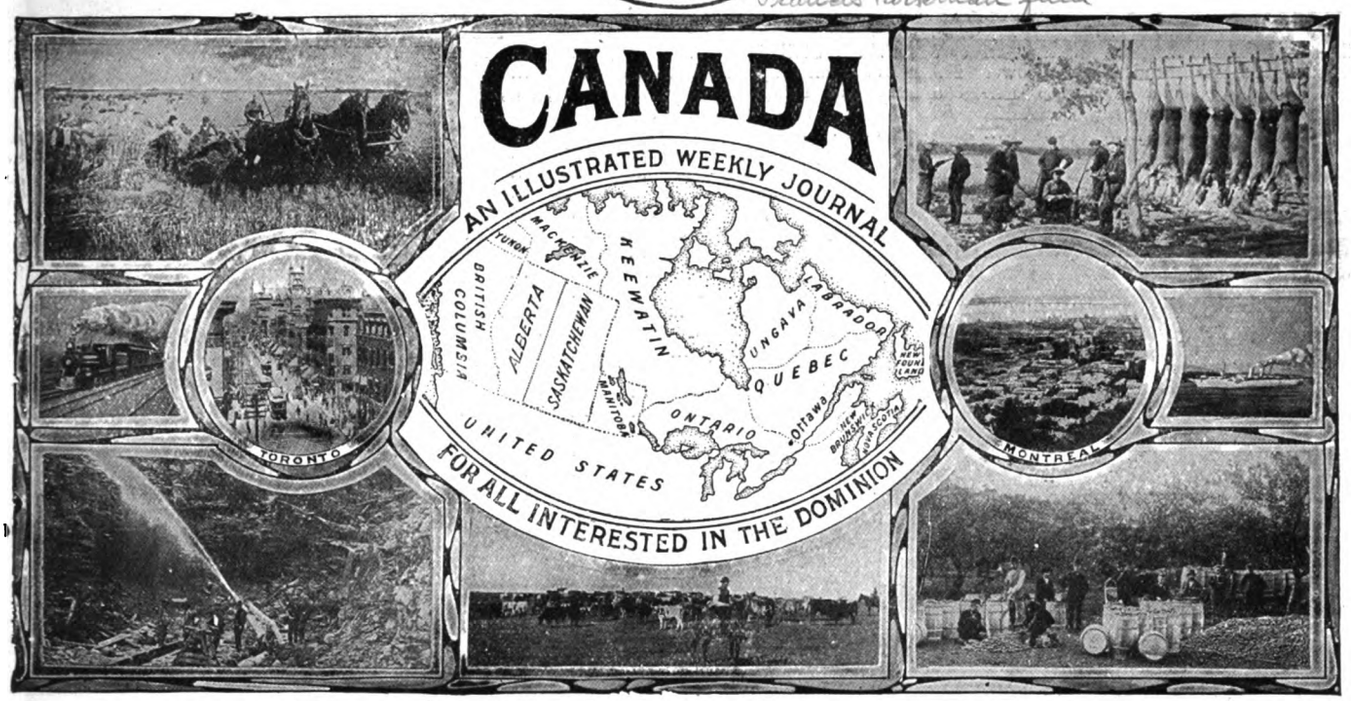

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CANADA

No. 131. SATURDAY, JULY 11, 1908. Vol. XI. 6D. WEEKLY.

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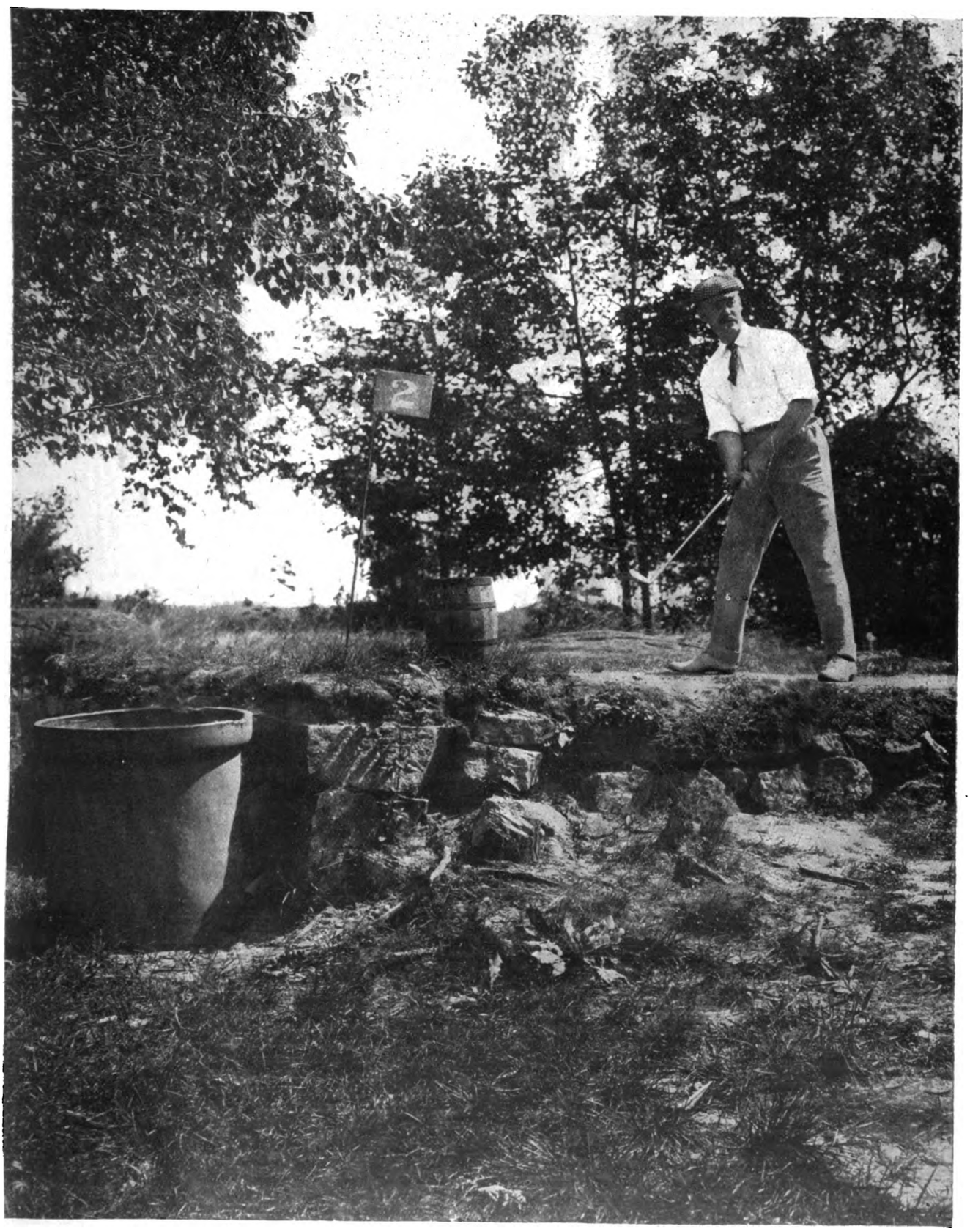
A CANADIAN GOLF CLUB.



ON THE ROYAL MUSKOKA GOLF LINKS, LAKE ROSSEAU, ONTARIO, ON THE GRAND TRUNK RAILWAY SYSTEM.

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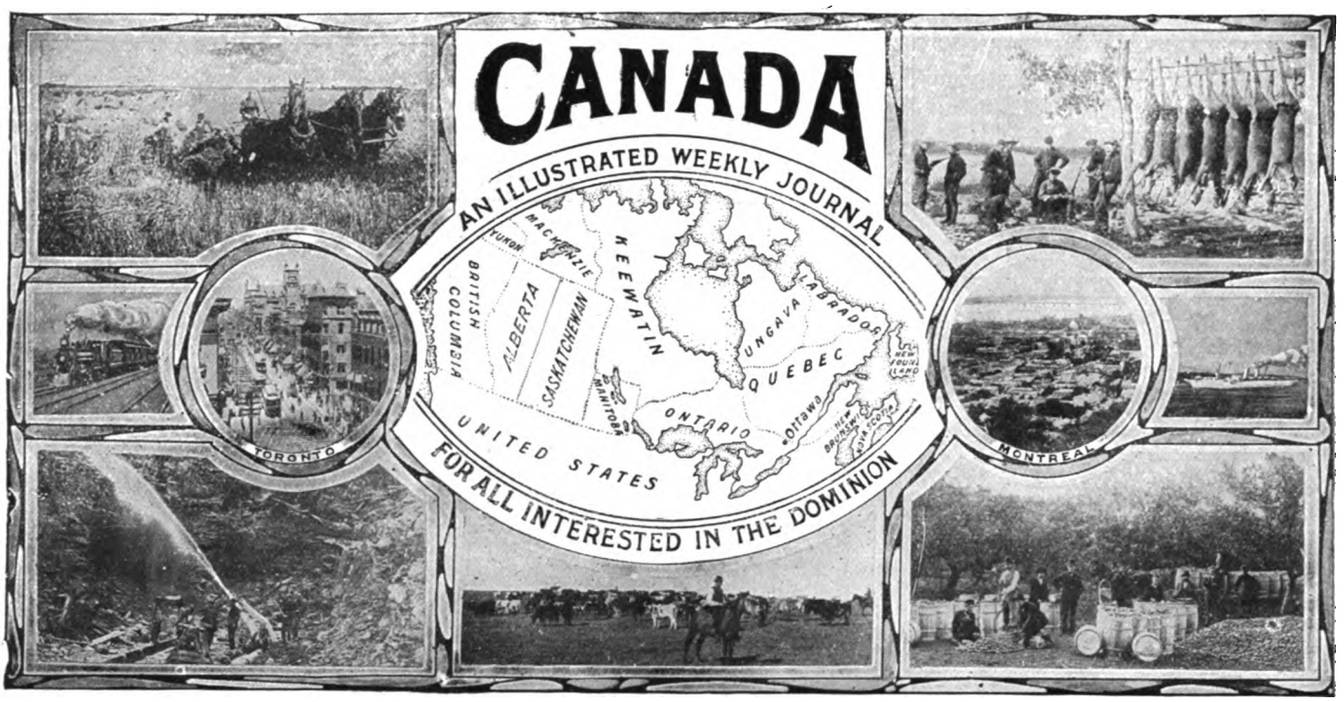

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THE CHURCH IN CANADA.

SPEAKING at a meeting held at the Bishop of St. David's residence at Abergwili in Wales, the Bishop of Huron threw light on the difficulties of the Anglican Church in the Dominion, and made rather an interesting suggestion which, in point of fact, has historical evidence in its favour. In the first place he pointed out that the bilingual difficulty in Wales was nothing in comparison with problems of the same kind in Canada, where the Scriptures are circulated in 62 languages. Comparing the Anglican Church in England with the same communion in Canada, the Bishop of Huron said that the clergy in the former country were mainly supported by their fathers—no doubt he meant that they owed their means of existence to the piety of past generations, which is not in the main correct—but that a living people supported a living clergy in Canada. There can be no denying that the Anglican Church in the Dominion, though its members are inferior in numerical strength to the Presbyterians and the Methodists, show no lack of vitality either in faith or in good works. In Canada the laity have more voice in ecclesiastical governance than they have in England, and that is a change for the better. "It will be a blessing and a strength to the Church," said the Bishop, "when this spirit is dominant in the Mother-country." Many of those who regard Disestablishment as inevitable in the end cherish the same consoling belief. In conclusion, he expressed the opinion that the term "Church of England"—is a term the use of which, reminding the hearer of quasi-racial antipathies, appreciably weakens her influence—is a misnomer, and ought to be dropped in favour of the ancient appellation "the British Church." There is something to be said for this suggestion from the historian's point of view. Christianity came to the British Isles and conquered them for the Cross long before the English, pouring across the North Sea, settled there and, making a solitude, called it peace. But the Bishop of Huron's advice is nothing new, and there is little chance that it will ever be seriously considered. We must put up with the term "Anglican," though it is unknown to the majority of English-speaking Canadians. His argument calls to mind a somewhat similar suggestion by the late Bishop Maclean, of Saskatchewan ("Jack Catch-all-he-can," as he was called by a former Archbishop of Canterbury, because of his success in collecting funds for Church extension in the West), who would sometimes talk of the "Imperial Church," and justify the expression by shrewd arguments. Himself a Scotchman, he had noticed that Canadians of Scottish ancestry would not join the "Church of England" for patriotic reasons. If any change is ever made, Bishop Maclean's proposal seems the better of the two.

CANADIAN BANKS.

IT is a truism to say that Canada's banking system is the outcome of an adaptation of the British and American systems to the peculiar conditions obtaining throughout the Dominion. Its early framework was almost entirely American, but its methods have been modelled to a great extent upon those of Great Britain. The first banks established in Canada were the Quebec Bank and the Bank of Montreal, both of which began business in 1817, and have continued to increase in stability and prosperity up to the present day. The capital of the Bank of Montreal in 1819 was $350,000; in 1859 it had increased to $5,928,820; and it is now $12,000,000, the largest capital possessed by any bank on the North American continent. This great institution was the first to adopt the policy of branches, which has since become the universal practice in Canada, and is one of the characteristics which distinguish the Canadian system from that of the United States. Equally notable in this respect is the Bank of Commerce, which has a complete network of branches extending from Halifax to Dawson City. The advantages of the branch system as it exists to-day in Canada are too numerous to be exhaustively described in this place. But three chief advantages may be summarised here. It enables the country to be irrigated with capital, the amount of irrigation in any district being promptly proportioned to its needs. It follows that the branches of the great Canadian banks are able actively to assist the development of any particular district, while at the same time imposing a check on a tendency to mere speculation. Again, the value of personality in the banking business is recognised by the power of initiative granted to the local manager. It is his duty to know his district and the people who live there, and to make every use of his knowledge for the benefit of his bank, and, indirectly, for his own advancement in the profession he has chosen. So it comes about that the character of a customer is a much more important factor in Canadian banking business than is the case in Great Britain, or, for that matter, in the United States. Here comes in the third consideration in question. In England a hard-working man who is engaged in some sound business undertaking, but cannot offer definite security for a loan, must go to money-lenders for financial assistance. But in Canada, since the local manager knows all about him and his doings, and is allowed to take a limited risk, he can get help from the bank—to the advantage of all concerned, and also for the good of the country at large.

The keynote of the Canadian banking system has from the first been efficient Government control. The policy has always been to grant bank charters with caution and under safeguards

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which would absolutely ensure the interests of the general public. The result has been that bank failures are almost unknown in the Dominion, whereas in the United States and in the Australasian Colonies they have at various times reached such proportions as almost to amount to a national calamity, and have entailed huge losses—to say nothing of a far-reaching arrest of commercial development, of which Australia has supplied a striking example in the near past—upon the community at large. Under the Canadian banking system all bills below the value of $5 are issued by the Government, and the amount so issued is regulated by Act of Parliament, and is covered by a reserve fund of specie and debentures. Notes of $5 and over are issued by the banks themselves. The notes of every Canadian bank are taken at par everywhere throughout the Dominion. Provision is also made by which the banks pay into a Government fund five per cent. of the value of their average yearly circulation as a redemption fund, to be used at any time to ensure that notes of a failed bank shall be redeemed at par to its holders.

The elasticity of the Canadian banking system is not the least of its admirable features. Unlike the American system, no arbitrary limit is fixed in Canada as a specie reserve for each bank. The liberal-conservative management, if the term may be used, which has become practically universal in Canadian banks, the double liability of shareholders, and the efficiency of Government control, have been found to afford ample security for note-holders in all circumstances. The banks are thus enabled to increase their circulation when the needs of commerce require it, and to decrease it as these needs become less exacting —a system which is admirably adapted to a country like Canada, whose commerce expands and contracts with the season. As a result, the banking business of the Dominion has increased of late years *pari passu* with the general development of the country. It can be said truly that the Canadian banking system fits the body economic of the Dominion like a skin.

To business men interested in the growth of Canada, the foregoing remarks will seem trite and familiar. But we repeat them for the benefit of the average British investor who knows nothing about the Canadian system of banking, though his thoughts are turning more and more to Canada's illimitable possibilities. He, since he is not a business man in the strict sense of the term, needs telling, or reminding, of the nature of Canadian banking institutions, which encourage all sound developments, but discourage "booms" of every kind.

NOTES OF THE WEEK.

Value of the Imperial Tie. In a remarkable letter appearing in the *Halifax Herald*, Mr. Justice Russell pulverises the publicists who would have us believe that the Imperial tie has no value for Canada, or is even worse than useless. His chief point is the comparison of the fate of isolated Mexico with that of Canada, a part of the British Empire, as regards relations with the United States. "Mexico," he says, with ironical emphasis, "had controversies with the Republic as we have had. It did not labour under the disadvantage of being a colony. The subserviency of colonialism did not afflict the spirits of its people, and it had not to suffer the degradation of being subordinate to to any over-sea sovereignty. Happy Mexico! Piece by piece it was stripped of its possessions by occupations and filibustering raids and revolutions organised and engineered from without, until it has been reduced to proportions that nobody need envy, and restricted to an area that nobody seems to covet." Judging from the statements of American statesmen during the nineteenth century, it is highly probable that Canada, had she been outside the Empire, would not have been allowed to exceed the proportions of a small river State. Mr. Justice Russell tells the story of a Canadian missionary and his family who were in great danger at Song Chin, near Vladivostock, during the war between Russia and Japan. The British Consul in Korea was told of their predicament, and sent for a British warship from Hong-Kong, which arrived after a week's voyage, and rescued them, bringing them safely to their friends in Korea. What would have happened if they had been Mexicans? The incident admirably illustrates the value of British sea-power, which is always at the service of Canada, though what we Canadians contribute to its maintenance is insignificant. Not to mince matters, the Imperial tie means for us a free navy, a free diplomatic service, the free use of British credit, and freedom from attack by predatory Powers.

* * *

Longboat and Company. A number of the fifty-eight athletes chosen to represent Canada at the Olympic Games are now practising in the Stadium at Shepherd's Bush, and, judging by their records and by their form in practice, they will not disgrace themselves in the contests with the picked champions of the Mother-country and the American team, probably the finest ever produced by the United States. We think it will be found that the Canadian competitors, a harder and harder lot than that representing any other country, will not suffer so much from the change of climatic conditions as their American rivals. For once in a way the English summer is a season of sheer sunshine, and it is probable that the old trainer's adage, "The hotter the day, the faster the time," will be justified by the breaking of Olympic records. The Canadian sprinter, R. Kerr, of Montreal, though he is still a yard or two short of record time, has won two British amateur championships brilliantly, and will trouble the best of the Americans, who know that the short races are won by men who can "run like a maniac." C. Bricket, of Toronto, should do well in the long jump, and L. T. Sebert, of the same city, has a chance in the 400 metres. But public interest in the Mother-country will be concentrated to some extent on the performances of Longboat, the Indian long-distance runner, who is the favourite for the Marathon Race. Not only his wonderful records—he is as much a "running machine" as the late L. E. Myers—but also the fact that he is a Red Man, has touched the ponular imagination, and nobody will be surprised or displeased if Canada scores a second Marathon Race through his agency.

* * *

Pure Water for Canadian Cities. In many respects the large Canadian cities are healthier than those of the Old World, but in one essential matter—the provision of pure drinking-water—the latter have a great advantage. The typhoid death-rate per 100,000 of population is considered the best index to the quality of the drinking-water used in a city, and the application of this test causes the chief cities of the Dominion to cut rather a poor figure in comparison with those of Great Britain and Germany. For example, Berlin and Bremen, which have filtration plants, have rates of 3.6 and 4.4 respectively; Cologne and Leipzig, which get their water from artesian sources, have rates of 9.1—small enough for a city famous for its evil odours—and 8.2 respectively. London has a typhoid rate of 6.6, which is considerably higher than that of the average city or large town in the United Kingdom. The figures for the chief Canadian cities are:- Winnipeg, 20.4; Montreal 40.5; London, 33; Kingston, 32; Ottawa, 28; Toronto, 24.4; Quebec, 9.1. With the exception of the last-named, all these cities obviously require a filtration plant of the latest model, and their municipal authorities would be well advised to employ British sanitary engineers and purchase the requisite machinery in Great Britain. In none of the great cities of the United States can it be said that the work of filtration is effectively carried out, and it is not the slightest use seeking advice and assistance in that quarter. An agitation for pure water is already beginning in Canada, and we hope it will soon spread from end to end of the country. The Canadian cities have better facilities for obtaining pure water than any others in the Old World or the New, and it is a national disgrace that the best use is not made of the excellent supply so close at hand.

* * *

University Extension. Those who know how eagerly the University Extension meeting at Oxford in the summer has been attended by teachers and others anxious to improve their knowledge will be glad to learn that the University of Toronto offers somewhat similar facilities to the external student. During 1905 and 1906 summer courses were given in a number of subjects, and the attendance was sufficient to warrant the University authorities in extending and organising the work. Last year, to meet a general wish that attendance at this summer session should count definitely in the case of those eventually proceeding to a degree in arts, the courses and their academic value were carefully defined. Here it must be said that Toronto is working on sounder principles than Oxford, which does not give any definite academic value to time spent at Extension lectures, and provides too many of the vague literary addresses, or series of addresses, that serve only to add to the number of the superficially educated—people who have picked up a few critical catch-words about this or that branch of the world's literature. In the scheme that has been prepared for the Toronto summer session of 1908 lectures will be given in the following subjects in the Faculty of Arts:— First year Latin, first or second year English, first year German and history of philosophy, first year mechanics, first year physics, and second year chemistry. For those who contemplate teaching, elementary science, elementary art, hygiene, and physical training courses will be given in these subjects. This form of University Extension, though it does not offer the intellectual impostor a chance of obtaining ready-made judgments on matters of which he really knows nothing, having evaded the study of rudiments, strikes us as practically useful, and it is certain that the facilities provided will be steadily extended in all directions.

* * *

Indignities to Tourists. Attention has been called in the Dominion Parliament to gross indignities suffered by a party of Canadian excursionists at the hands of an over-officious immigration officer of the United States Government at Niagara Falls, and steps are now being taken, through the British Ambassador

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at Washington, to bring the matter to the attention of the United States Government. There is a law of the American Union which imposes a four-dollar head tax on all incoming settlers; but this is a poor excuse for the conduct of a Government official in marching a party of visiting Canadians, fifty in all—men, women, and children—through the streets of Niagara Falls, and subjecting them to the jeers of onlookers. When a Canadian crosses the border, it has never been thought necessary that he should carry naturalisation papers with him for the establishment of his identity. Complaints have been made lately in the London Press by correspondents showing that this is not an isolated case. Nothing could be more cordial than the relations at present existing beween Ottawa and Washington, and it is a pity if a few customs and immigration officials are to be allowed to stir up trouble. But certainly some way must be found of preventing repetition of such cases as that referred to at Niagara Falls. Our American friends are quite within their rights in taking measures to prevent emigrants sneaking in over the Canadian border to escape inspection and the payment of the head tax. But the official who enforces these regulations ought to be a man of discrimination and intelligence. To judge by the recent complaints, it would seem that the right class of men has not thus far been chosen for this delicate and responsible work.

THE BOARD OF TRADE AND CANADA.

The President of the Board of Trade has appointed Mr. R. Grigg, who recently completed a commercial mission in Canada and Newfoundland for the Advisory Committee to the Board of Trade on Commercial Intelligence, as his Majesty's Trade Commissioner in Canada.

He has also appointed the following gentlemen as local trade correspondents in Canada:—Mr. W. J. Davidson, Vancouver; Mr. J. J. Shallcross, Victoria; Mr. J. Appleton, Winnipeg; Mr. W. E. Anderson, St. John, New Brunswick; Mr. G. B. Ramsey, Quebec; Mr. A. T. Weldon, Halifax, Nova Scotia. It is possible that some further appointments of local correspondents may be made in Canada.

The local trade correspondent in Newfoundland is Mr. H. W. le Messurier.

THE CANADIAN PARLIAMENT.

Canada and Germany.

Sir Mackenzie Bowell, speaking in the Senate, has called attention to the fact that the Under Secretary for the Colonies has announced in the British House of Commons that a protest had been received from a foreign country against Canada's treaty with France on the ground that it was prejudicial to its own trade.

Sir R. Cartwright, Minister of Trade and Commerce, in reply, said the Government had received no word as yet of the ratification of the treaty by the French Parliament, and it would be premature to discuss the probable effect of the treaty. He assumed that the protest came from Germany, but would not say what action, if any, the Government would take. Germany was discriminated against in the Canadian tariff by a surtax, which was levied because of Germany's hostile action following upon the adoption of the British preference. Germany, however, could have the surtax removed at any time by restoring to Canada the tariff advantage she originally enjoyed.

The Proposed All-Red Route.

Sir Wilfrid Laurier is to move in the House of Commons a motion reciting the resolution passed by the Imperial Conference in London in favour of joint action by Great Britain, Canada, Australia, and New Zealand, for an improved mail and transportation service between the four countries, all of which, it was declared, should contribute financial support. The motion will add: "That, in the opinion of this House, the Governments of Australia, Canada, and New Zealand should, with as little delay as possible, agree upon a definite plan for carrying into effect the terms of the resolution of the Imperial Conference, to be submitted for consideration to the Imperial and Colonial Parliaments."

Canada's Alien Labour Act.

In reply to Mr. Boyce, member for Algoma, who complained of the large influx of labourers from the United States into his constituency, and urged that the Alien Labour Law should be made more drastic and then rigidly enforced, the Hon. R. Lemieux said that he believed in retaliatory measures. The Parliament of Canada should favour the doctrine of an eye for an eye and a tooth for a tooth. Canada's Alien Labour Act had not been altogether ineffective, but he promised to communicate with the Minister of Justice in order to see what better provision could be made for the protection of the Canadian working man.

The Hon. W. S. Fielding, Minister of Finance, has stated that he regarded the reception of the recent Canadian short term loan of £5,000,000 in London as very satisfactory.

Parliament will conclude its labour next week. The House of Commons has been endeavouring to complete its work before the Quebec Tercentenary, but this would not have been possible but for substantial concessions made by the Government to the Opposition in the matter of the Election Law amendments. The most contentious feature of the Bill, the preparation of the voters' lists in Manitoba and British Columbia by specially appointed Federal officers, has been dropped, and the Opposition are satisfied.

The Government will introduce a Bill next session prohibiting the importation, manufacture, and sale of opium except for medicinal purposes. This action is the outcome of Mr. Mackenzie King's report, in which he stated that the traffic in opium on the Pacific coast was assuming alarming proportions.

OUR OTTAWA LETTER.

Dominion Parliamentary Notes.

(From Our Ottawa Representative.)

As an evidence of what it can do when it felt inclined to work the House of Commons in one week has passed twelve Government Bills through their successive stages, whilst making substantial progress with four other measures, and disposing of a number of large votes in the departmental estimates. This is the result of a reported understanding between the party leaders in regard to the contentious clauses of the Aylesworth Election Bill, which latter has been holding everything else back for upwards of a month past.

Measures Passed by the Government.

Some of the Bills disposed of during the week were of considerable importance. For instance, that to encourage the construction of dry docks; the Bill respecting the Government guaranteed bonds of the Grand Trunk Pacific Railway Company; the Bill to regularise the emergency issue of Dominion notes, which was sanctioned by the Government last fall to assist in the moving of the Western grain crop; and the amendment of the Bank Act, which will allow of the banks issuing hereafter, between October and the end of December in each year, notes to the extent of 15 per cent. of the combined amount of their paid-up capital and reserves, as a means of coping with the annual shortage of funds at the crop-moving season.

Other Government Bills which have passed the Commons are as follows:—To amend the Yukon Placer Mining Act; to amend the Land Titles Act; to amend the Yukon Act by providing for an elective council of ten members in Dawson to replace the existing council, which is half elective and half nominative; to amend the Inspection and Sales Act; to amend the Supreme Court Act; to amend the Nova Scotia Prisons and Reformatories Act; to amend the Post Office Act; and to amend the Chinese Immigration Act in regard to the exemption of students from payment of the $500 head tax. A Bill regarding proprietary and patent medicines for the purpose of suppressing the indiscriminate use of dangerous poisons was approved of in principle, and sent to a special committee of doctors, so that an opportunity may be given to the trade interests to be heard thereon. A bill to bring telephone and telegraph companies under the control of the Railway Commission as regards their tolls, their relations with the public, and with one another, was also put through second reading and the committee stage, and stands for third reading.

It has been announced that an interim report relative to the feasibility and probable cost of opening a canal route from Montreal to Georgian Bay via the Ottawa River, Mattawa River, Lake Nipissing, and French River, will be presented to the Dominion Parliament before the end of the present session.

The Marine and Fisheries Inquiry.

Judge Walter Cassels's commission of inquiry into charges of inefficiency and "lack of conscience" on the part of officials of the Department of Marine and Fisheries at Ottawa has adjourned until September, after an examination of some of the leading officials and an inquiry into the prices paid by the Department for marine signals, which showed a very large profit on the cost of manufacture. It was suggested by the judge, in the course of the inquiry, that the Government might itself take over the manufacture of these signals if the prices demanded by the patentees were more than were fair and reasonable. In one instance a diaphone, which had cost $400 to build, had been sold to the Department for $4,600.

Transcontinental Officials Vindicated.

The Parliamentary inquiry into allegations of fraud in the construction of the new Transcontinental Railway ended as every one expected it would end, that is to say, in the complete vindication of the officials concerned. Major Arthur Hodgins, C.E., by whom the charges were preferred, is a former district engineer on the Transcontinental, and his claim was that the commission was responsible for an over-classification of material, which resulted in the road costing a great deal more than it should in process of construction. Under cross-examination, however, Major Hodgins himself admitted the insufficiency of his data, and withdrew the allegations he had made. In the meantime, as differences of opinion arise between the Transcontinental Railway Commission and the contractors in regard to the proper classification of material excavated, they will be settled by arbitration between the chief engineer of the Commission and the chief engineer of the Grand Trunk Pacific Railway.

A CANADIAN OFFICER KILLED IN INDIA.

Lieut. Walter Young, 67th Punjabis, attached to the 57th Rifles, who was wounded in the recent fighting on the Indian frontier on May 29 and died the following day, was the son of the late Right Rev. Richard Young, D.D., Bishop of Athabasca, and of Mrs. Young, St. Michael's Rectory, Gloucester. He was born at St. Andrew's Parsonage, Manitoba, and joined the Royal Marine Light Infantry as Second Lieutenant in 1900, being promoted to Lieutenant the next year. He transferred to the unattached list for appointment to the Indian Army in 1906, and only two months ago was gazetted Lieutenant in the 67th Punjabis. He met his death in an attack on a stronghold of the Khoda Khel in the Bohal Dag. He was only twenty-five years of age.

It is considered almost certain that the differences on the fisheries question between the United States and Canada will be submitted to the Hague Court of Arbitration towards the end of the year.

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Amateur Athletic Championship.

CANADIAN CHAMPION'S TWO SUCCESSES.

THE athletic meeting held at the Stadium at the Franco-British Exhibition on Saturday last to decide the British Amateur Athletic Championships was a triumph for Robert Kerr, the Hamilton sprinter, if not for the Canadian team in general. Kerr, who has been five times the Champion of the Dominion, is now the holder of two British championships—the 100 yards and the 220 yards, and the Committee of the Association has decided, in view of his splendid double victory, that he is entitled to hold the "Harvey Memorial Gold Cup" (jointly held in 1907 by J. W. Morton and A. Duncan, jun.) as the best all-round champion of the year.

The meeting began, as usual, with the Hundred, and it was not long before the spectators, who numbered over 20,000, saw Kerr's wonderful form. J. W. Morton, West of Scotland H., the holder of the Championship, who turned out to defend his title, won the first heat in 10 1-5th secs., beating F. L. Lukeman, a member of the Canadian Olympic team, by a yard and a half. Kerr, who ran in the second heat, also registered 10 1-5th secs., but the time in the final was faster, the distance being covered

R. KERR WINNING THE FINAL OF THE HUNDRED YARDS IN THE AMATEUR ATHLETIC CHAMPIONSHIPS.
The Canadian is on the right and is to be distinguished by the maple leaf on his vest.

in 10 secs. On this occasion Kerr jumped into his stride at once, and led Morton by a yard at the half-distance. Then R. E. Walker, of the South African Olympic team, caught the holder, but could only finish a yard behind the Canadian.

The English journals are enthusiastic over Kerr and his chances of winning the Hundred Metres in the Olympic Games. The *Sportsman* says that "he is one of the smartest men off his mark ever seen; indeed, he was in his running so quickly that at the half-distance he led his field by over a yard. The track was just a shade slow, and, bearing in mind the way in which he won, Kerr is, under fair conditions, sure to beat level time in the near future. His style is perfect, and his power great; indeed, he is the ideal sprinter."

Kerr's additional success was in the Furlong. In his heat he won easily, beating K. Lindberg, of the Swedish Olympic team. In the final he came clear away down the straight and won by five yards, the time being 22 2-5th secs. J. P. George, the holder of the Championship, won his heat, but was third in the final.

Another Canadian success was that gained by E. B. Archibald, of the Canadian Olympic team, in the Pole Jump. In this event Archibald jumped 12 feet, beating the holder, B. Soderstrom, of the Swedish Olympic team, whose height was 11 ft. 10 in. Archibald also beat the Best Championship performance (11 ft. 4 in.) and the World's Professional Record (11 ft. 6½ in.). The winner tried to jump 12 ft. 6 in. in an exhibition jump, but just failed, thus leaving unbroken the American Amateur Record, which is 12 ft. 5½ in. However, he will, under more favourable conditions—the turf being slippery with rain on Saturday—set up a new record.

His style of jumping is quite his own. Levering his pole up on end by tremendous forearm and shoulder power, he takes a leap at the bar, flying into space like a human projectile his arms and legs spread out in the supreme effort he has made.

Members of the Canadian Olympic team entered for other events, as follows:—

High Jump.—G. H. Barber, who obtained fourth place, jumping 5ft. 8in. against the winning 5ft. 11in., achieved by Con Leahy, of Dublin, the only holder who made good his title to the championship; and J. G. Macdonald, who cleared 5ft. 7in.

One Mile Flat.—J. L. Tait and J. F. Fitzgerald, of the Canadian Olympic team. They were not in the first six.

Half-Mile Flat.—J. Parkes, who ran third in his heat; time, 2 min. 2 1-5 secs.; D. S. Buddo, who was not placed.

Four Mile Flat.—H. Lawson, winner of the Canadian Marathon trial. He was not placed.

Two Miles Walking Race.—G. Goulding, not placed.

Quarter-Mile Flat.—L. J. Sebert, last in his heat. Time, 50 4-5 secs.

OLYMPIC TENNIS.

The Olympic grass court lawn tennis competitions were begun at Wimbledon on Monday. The record of the Canadian competitors is as follows:—

Gentlemen's Singles.—Round 1.—H. M. Suckling had a bye; R. G. Powell beat C. Van Lennep (Holland) (6—4, 6—1, 6—2); Captain J. F. Foulkes and Captain C. R. Brown had byes.

Round 2.—Vitous (Bohemia), w.o. Suckling, scratched; Brown, w.o. Jánsky (Bohemia), scratched; Foulkes beat R. Van Lennep (Holland) (6—2, 6—4, 6—3). Powell beat J. Rázny (Bohemia), 2—6, 6—0, 6—4, 6—1). Richardson (South Africa) beat Foulkes (6—2, 6—4, 6—3). Captain Brown beat D. Sláva (Bohemia) (6—2, 6—1, 6—2).

Gentlemen's Doubles.—Round 1.—Captain Foulkes and R. B. Powell, and Captain Brown and H. M. Suckling had byes.

Round 2.—The game between Brown and Suckling and Jánsky and Rázny, of Bohemia, was declared void, the Canadians not being present. W. C. Crawley and K. Powell (British Isles) beat Captain Foulkes and R. B. Powell (Canada) (7—5, 6—3, 6—2).

THE OLYMPIC RIFLE COMPETITIONS.

The Olympic Rifle Competitions were to begin on Thursday. The Canadian team consists of:—Lieutenant-Colonel R. J. Spearman, Sherbrooke; Captain C. R. Crewe, Guelph; Lieutenant T. L. Elmitt, Ottawa; Lieutenant C. D. Spittal, Ottawa; Sergeant-Major F. W. Utton, Toronto; Colour-Sergeant J. Freeborn, Hamilton; Staff-Sergeant H. Kerr, Toronto; Armourer-Sergeant S. Brown, Edmonton; Sergeant F. Morris, Bowmanville; Sergeant W. Smith, Toronto; Corporal E. H. Haystead, N.S.; Private A. Steele, Guelph; Private J. Leask, Toronto; Armourer-Sergeant A. Martin, Calgary; Major J. M. Jones, Pownal; Private B. M. Williams, N.S.; Private Rowe, Bowmanville; Private W. M. Eastcott, Montreal.

Mr. W. Mackenzie, President of the Canadian Northern Railway, and who has been on an extended visit to London was to return to Canada on Friday, July 10, by the R.M.S. *Empress of Ireland*.

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A Diocese in the Arctic.

— INTERVIEW WITH — THE BISHOP OF YUKON.

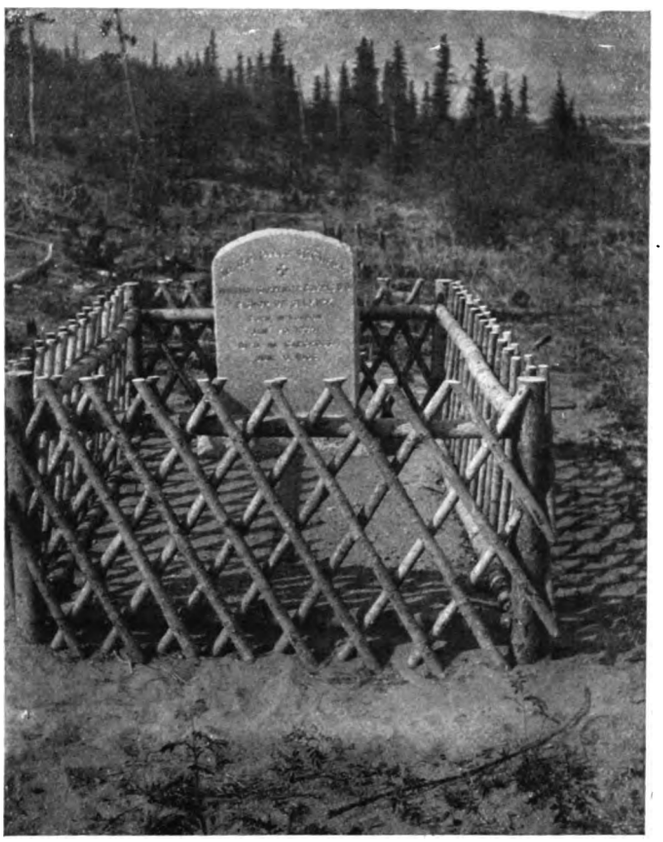
BISHOP BOMPAS'S EPISCOPAL PALACE.

The Bishop of Yukon.
THE FIRST SYNOD OF THE YUKON DIOCESE.

SITUATED in the Far North—"the uttermost parts of the earth"—the Diocese of Yukon covers a territory 200,000 square miles in extent—an area one-half larger than that of the British Isles. It reaches from the Province of British Columbia to the Arctic Ocean. Ministering to the spiritual needs of the inhabitants of this district, which includes 10,000 miners and several tribes of Indians, the Church of England has in its service the Bishop, six clergymen, four lay readers, and four teachers. The mining camps on the various creeks are regularly visited, and services are held in tents, saloons, and road-houses.

It is natural to assume that the head of such a diocese is a man of wide experience in the "ways of the North," and the assumption is correct. The Bishop, the Right Rev. I. O. Stringer, D.D., was, previous to his consecration, C.M.S. Missionary at Herschell Island, in the Arctic Circle. Here he laboured with untiring zeal among the Eskimos for over eight years, and it is an interesting fact that the Bishop's little son was born on the island, and has the distinction of being the most northerly born in British territory.

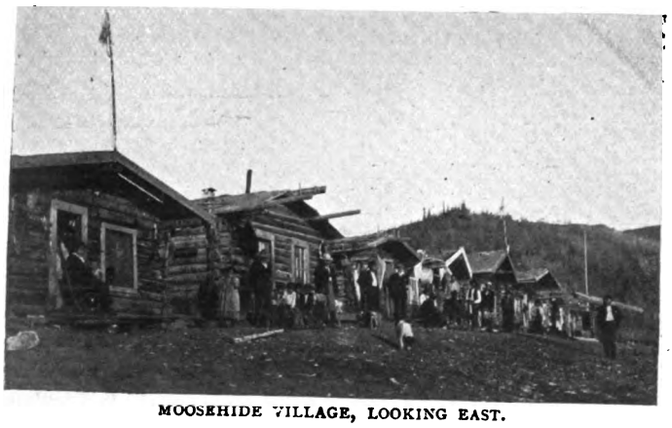
To a representative of *CANADA*, Bishop Stringer stated that, although the Eskimo mind is slow to grasp new ideas, the progress made under Christian and civilising influences is very encouraging, especially during the last fifteen years. "I have in my possession," said the Bishop, "letters written to me by Eskimos in a very neat style of writing, some of them in English. The Eskimos are quicker with their hands than with their brains, but these letters are very creditable indeed."



THE GRAVE OF BISHOP BOMPAS AT CARCROSS.

Discussing conditions in the Yukon, the Bishop remarked that, according to the opinions expressed by a mining friend of his, the outlook is promising. "Although in the neighbourhood of Dawson the day of the individual miner is passed," he continued, "the advent of the Guggenheims and other large corporations stimulated the industry. And, after all, it is but following the usual procedure. It is seldom that the prospectors who first discover gold in a region locate permanently in the district where they made the discovery. There is that in their blood which draws them on further and further—'the lure of the wilderness.' There is a saying, 'First the prospector and then the miner,' and it is a true one. The miner often reaps the reward, but the prospector is happiest when exploring."

Asked what effect the altered conditions had on the railways



MOOSEHIDE VILLAGE, LOOKING EAST.

AN ESKIMO SUMMER CAMP.

Our Photographs are by Bishop Stringer, by whose courtesy they are reproduced.

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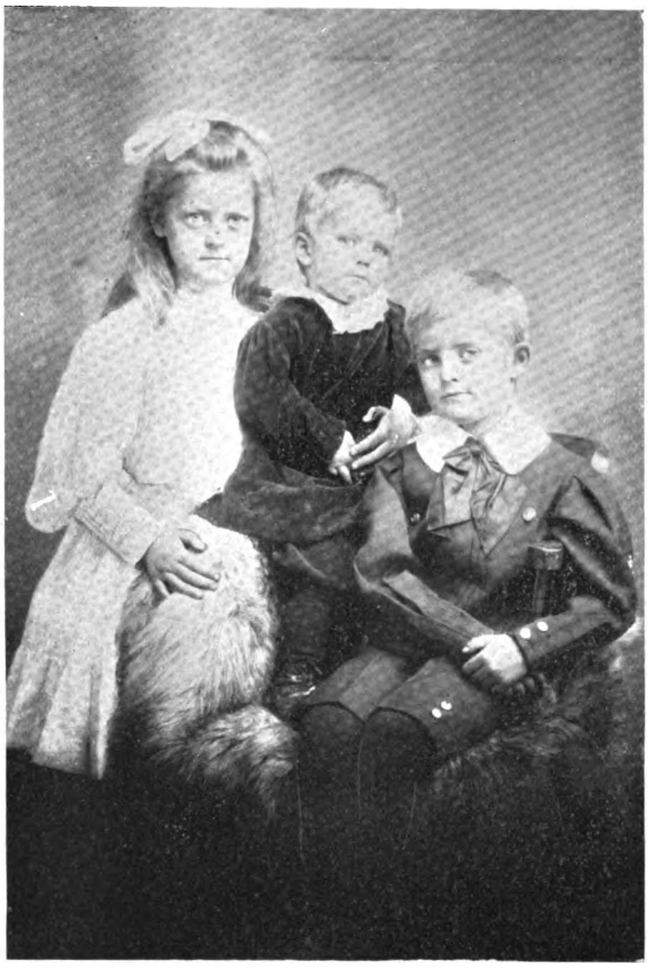
which feed the district, the Bishop said: "I do not think the effect is injurious. The operations of the big mining syndicates create a demand for men, and this counteracts any loss which might result from the diminished activities of the individual miner. And prospecting has by no means ceased. Hundreds came in this year, and it is possible that other 'strikes' equally rich may be made."

Climatic conditions in the Yukon are not so hard as many people imagine. "In the summer," the Bishop said, "we get fine warm weather; I have even experienced heat which was decidedly oppressive. Flowers bloom, and raspberries ripen in Dawson City. But, of course, the winters are severe, the temperature falling to 50 and 60 below zero. I have seen it fall to 72. On the coast the winds are very trying in the winter, especially around Herschell Island, where I was stationed for some time But the long clear days in the summer help to compensate for the severity of the winter."

"Is the Yukon a good district for big game shooting?"

"Personally," replied the Bishop, "I am not interested in the shooting of big game, and an outcry has been raised against the reckless killing off of moose and mountain sheep. Up to the present the game laws have been very lax, but I understand they are to be made more severe, and rightly so. Last year great herds of caribou were seen passing the head of Forty Mile Creek; this was considered very remarkable, as it was thought the caribou were getting scarce."



THE CHILDREN OF THE BISHOP OF YUKON.
The boy on the right was born at Herschell Island, the farthest north of the British Empire.

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CANADIAN PUBLIC OPINION.

Toronto's Ambition.

When Toronto is known as the foremost residential city on the Continent, with filtered water and unsurpassed sanitation, the fact will be worth hundreds of thousands of dollars annually to the community. To make a city healthy and beautiful is a paying investment.—*Toronto News.*

A City's Playing Grounds.

A municipality cannot invest its money more safely than on the purchase and equipment of playgrounds. There is little risk or speculation in the plan. The work is best done in a modest, tentative way, by acquiring small lots in various parts of the city. The lots are sure to increase in value as the city grows, and in most cases the increase will be greater than the interest on the money, so that this great public benefit will really cost nothing. If, in the course of time, a certain playground becomes unsuitable—for instance, if a residential district containing a playground is converted into a business centre—the municipality can sell out, probably at a large profit, and buy playing space elsewhere.—*Toronto Star.*

Sir Charles Fitzpatrick's Appointment.

Sir Charles Fitzpatrick's selection as one of the representatives of Great Britain on The Hague Tribunal is at once a tribute to individual ability and a compliment to the Eldest Daughter of the Empire, which will be appreciated wherever Sir Charles is known.—*Ottawa Free Press.*

The Wood Pulp Question.

In 1907 Canada supplied the United States pulp mills with 25 per cent. more spruce than in 1906, and with two and a half times as much as in 1899. More and more we are sending our raw materials to build up the manufacturing industries of the United States. The national welfare demands the adoption of a more provident policy.—*Toronto News.*

Incorrect British Ideas.

Nothing is more surprising to the man who goes to England from one of the Colonies than the weird ideas prevailing in that country as to Colonial life. He is generally supposed by the people whom he meets to have spent his life "roughing" it in a log cabin, and, although his hosts may be polite enough to show no surprise when he knows what a napkin and finger-bowl are there for, he will perceive, at any rate, that he is expected to consider himself in the midst of unwonted luxuries.—*Quebec Telegraph.*

The Canadian Civil Service Bill.

A good civil service reform Bill will not rob the Dominion Government of power or responsibility, but will emphasise its responsibility and increase its real power. Such a measure is demanded by the development of the country, and by forcing it forward the Government will show that it is progressive and alive to the needs of the country. *-Toronto Star.*

Canada's Sense of Nationalism.

Surely Judge Longley goes rather beyond the proper bound when he speaks of "our present ignoble position as a Colony." In Canada's position there is no subservience and no dependence. There is nothing which checks the free growth of national spirit in Canada, or limits the ample sovereignty of the Canadian Parliament. In the evolution of the Imperial relationship the sense of nationalism is the conscious and determining motive of the Canadian people.—*Winnipeg Free Press.*

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BANKING IN A BILLIARD SALOON.

The *Monetary Times* for July 4, which date is the forty-second anniversary of the first publication of that journal, contains many interesting articles dealing with the growth and development of Canada during the past forty years. In one article the experiences of bank pioneers in new and unsettled districts are amusingly dealt with. One of the best stories told is as follows:—"It is related of the manager of the grave and conservative Bank of British North America, graduates from which are sticklers for the proprieties if any one is, that on arriving about 1898 in the very new British Columbia town in which he was to open a branch, he was unable to find any premises to sell or rent. Advance guards from other banks were there, too, and had got possession, as it were. This man, carrying no tent with him, was determined to find a place to do business. So he rented a billiard saloon, moved his books and papers and cash into it, and on the same afternoon was doing business."

AN INDIAN DEACON ORDAINED WITHIN THE ARCTIC CIRCLE.

As an adjunct to the festivities at Quebec, Lieut.-Col. Warde has very kindly invited members of the Atlantic Union and visitors to spend an afternoon at Squerryes Court, Westerham, next Monday, to see the many memorials of General Wolfe contained there.

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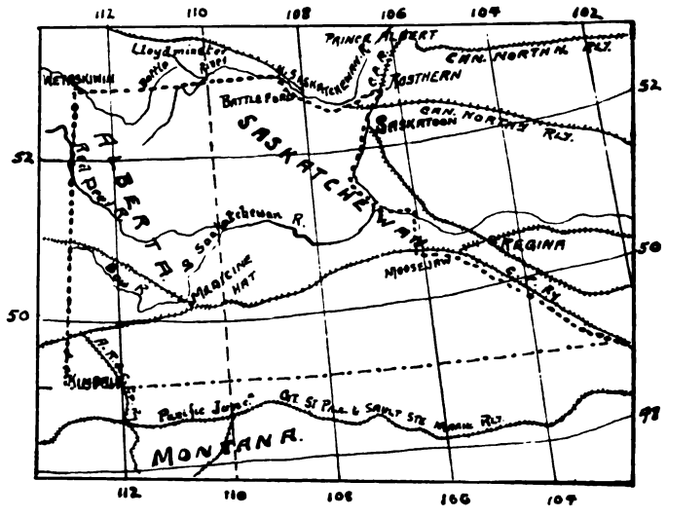
A Boon to the Settler: NEW REGULATIONS FOR ACQUIRING LAND.

THE Canadian House of Commons has at present before it a new Lands Act—a measure designed to remedy many of the shortcomings of the previous Acts, and to eliminate many features that were liable to bring about hardship to the settler or be abused by the unscrupulous. It has always been the policy of the Liberal Government to settle the West with immigrants who have come to stay, with the type of man who will take up his quarter-section, build his shack, and raise wheat and other crops until success enables him to increase



SKETCH-MAP SHOWING THE DISTRICTS (WITHIN THE DOTTED LINES) TO WHICH THE NEW BILL WILL APPLY.

his holding, replace his rough hut with a commodious brick or stone residence, and become, in short, a landed proprietor and an example of what can be done on the wheat-growing prairies by hard work. It is for the benefit of this class of settler, then, that the new pre-emption regulations contained in the Hon. Frank Oliver's Bill are principally intended, but at the same time justice is done to the claims of other members of the community.

An important provision that should prove an inducement to families emigrating to Canada and intending to take up land in the West is a clause by which an agent may "reserve for one year any area of agricultural land, not exceeding one quarter-section, for any male of the full age of seventeen years who lives on a homestead for which entry is held by, or on land of an area of not less than eighty acres which is owned and occupied as a farm by, his father, mother, brother, or sister, and is situated within a distance of not more than nine miles from the land applied for."

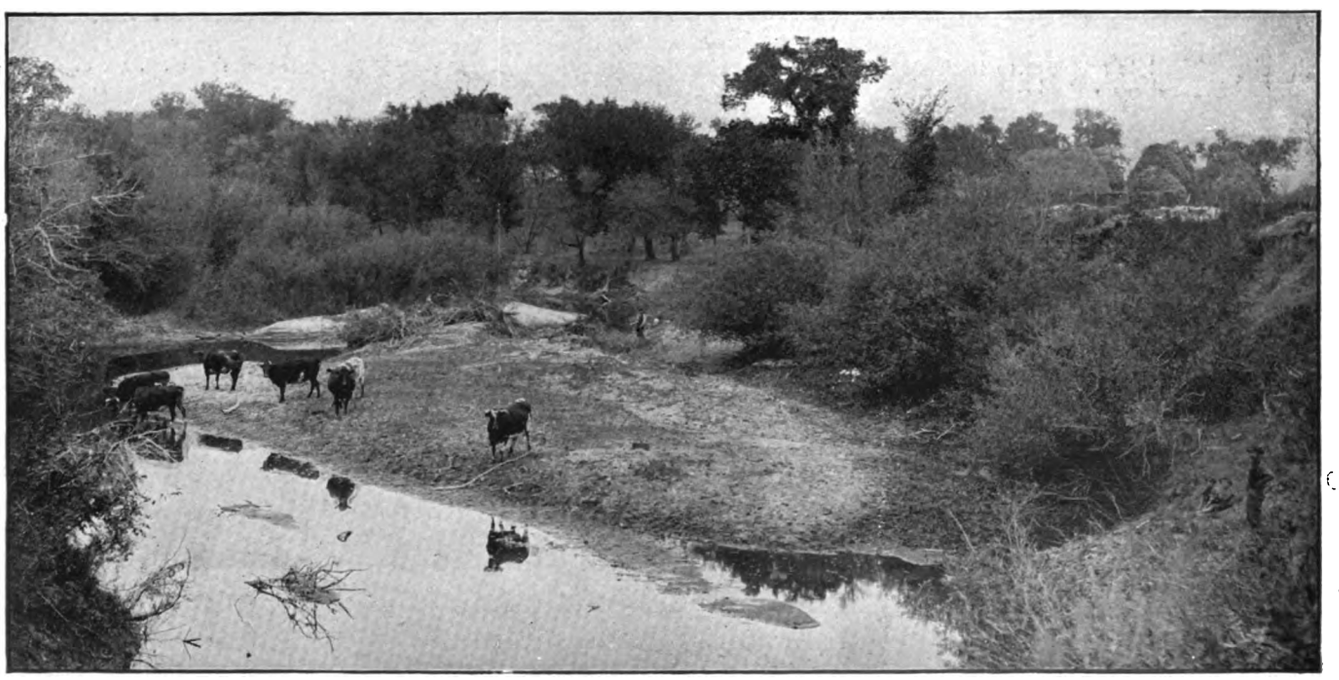
The new Act is drafted so as to make more stringent than ever the fulfilling of homestead duties, so that there will be no possibility of a man holding land for a long period unless he fulfils the conditions. In this respect it is enacted that "Every entrant for a homestead shall be allowed six months from its date within which to perfect the entry, by taking, in his own person, possession of the land and beginning residence thereon; and, if the entry is not so perfected within that period, it shall be liable to cancellation. It is provided, however, that on satisfactory cause being shown for an entrant failing to perfect his entry within six months from the date thereof, the Minister may order that the entry shall be protected from cancellation for a further period of six months; but no entry which is not perfected within twelve months from the date thereof shall be protected from cancellation for any further period."

The Bill also embodies a new provision which will be of general interest, inasmuch as it enables a family interest to be taken in the property. This clause is as follows:—"A homesteader may, by permission of the Minister, abandon his entry and obtain authority to make another entry upon executing the prescribed declaration. If no cancellation proceedings are pending, the homesteader may abandon his homestead in favour of a father, mother, son, daughter, brother, or sister, if eligible, subject to the Minister's approval."

It frequently happens that after a man has spent considerable time and money on a homestead some contingency arises which renders it necessary for him to abandon it. Under the foregoing sub-section, however, it is possible for him to allow a close relative to get the benefit. The provision recognises an old and valuable principle of family ties, and should be much appreciated by those whom it may affect.

Another clause relating to the heirs of a homesteader who dies before the completion of his duties is changed for the better as follows:—"In the event of the death of an entrant for a homestead before the completion of the requirements for the obtaining of letters patent therefor, his legal representative shall only be required to fulfil the conditions set forth in section 16 of this Act as to the erection of a habitable house and as to cultivation in order to entitle him to obtain letters patent, after the expiration of three years from the date of entry for the homestead; or the legal representative may assign the homestead to a person eligible to obtain a homestead entry; and the assignee shall, after (*a*) the expiration of three years from the date of entry for the homestead, (*b*) holding the homestead for his own exclusive use and benefit from the date of the assignment, and (*c*) completing the residence and cultivation requirements, as set forth in section 16 of this Act, in the same manner as the person who made the entry would have been required to complete them thereunder, be entitled to letters patent for the homestead."

Among the other clauses which go to make the Bill thoroughly fair and acceptable to all parties is one to the effect that, in deference to the claims of speculators who have locked their capital up in tracts of land the right to pre-empt shall not apply to any township in which an area of eight miles square or more has been accepted by any railway company as part of its land grant. Homesteaders in these excepted townships are not debarred from pre-empting, although there is no land



A SCENE IN SOUTHERN SASKATCHEWAN.

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available in close proximity to them. If they can get a second quarter-section within nine miles of the entrant's original homestead, residence on the homestead may be accepted as residence on the pre-emption. In the case of a homesteader who can find no land within nine miles on which to make a pre emption entry, he will be entitled on securing his patent for his original homestead, or at least qualifying for his patent, to start in to do duties on another quarter-section. The pre-emption quarter is not, however, a free grant, but is sold at $3 per acre, the payments spread over a long period. It is also necessary to break fifty acres of the pre-emption in three years, and, where residence is compulsory, a house costing $300 must be erected.

The area over which it is proposed the new right to pre-empt may be exercised is very large, as may be seen from the accompanying map, in which the dotted lines show the country which comes under the Act. Thus it can be seen that the area includes practically all the land lying westerly from Saskatoon and between the North and South branches of the Saskatchewan river. It is proposed to throw both odd and even numbered sections of land open for homesteading and pre-emption. The measure (which has now passed its second reading) as it stands appears very attractive to the settler who desires to taste of the prosperity of the West, and it should give a great stimulus to immigration of the right sort for many years to come.

Pho.o. by] RAPID SEEDING OPERATIONS ON A WESTERN FARM. [E. C. Blair.

The illustration shows the method adopted by many farmers for planting a large crop quickly. On the right is a disc harrow used to turn over the stubble; in the centre is a seed drill, followed on the left by the drag-harrows.

TERCENTENARY NOTES.

Lord Grey and his suite attended the first complete rehearsal of the Tercentenary pageant on June 30. There were over 5,000 performers, under the direction of Mr. Lascelles.

As announced in *CANADA* last week, it is now officially stated that Field-Marshal Earl Roberts has, with the approval of the King, been nominated to represent the Army at the forthcoming tercentenary celebration to be held in Quebec. Lord Roberts was to leave for Canada by the Canadian Pacific steamer, *Empress of Ireland*, on Friday.

In view of his approaching visit to Canada, to attend the Quebec tercentenary celebrations, Lord Roberts has requested Lieutenant-Colonel Septimus Denison, who served on his staff in the South African campaign, to accompany him to all the military gatherings he may attend during his stay in Canada.

Friday last week being exactly the 300th anniversary of the foundation of Quebec by Champlain, although the official celebration has been fixed twenty days later to suit the convenience of the Prince of Wales, Grand Mass was celebrated in the Basilica, and all the churches of the Archdiocese by order of the Archbishop. The officials of the Society of St. Jean Baptiste deposited a wreath upon Champlain's monument, cheers being given for the Champlain and the King.

At the request of the Prince of Wales thirty men of the North-West Mounted Police will be sent to Quebec as a special guard of honour during the Royal visit.

The battleship "Leon Gambetta," flying the flag of Admiral Jauréguiberry, and the cruiser "Amiral Aube," left for Canada on Saturday conveying the French mission to the Quebec Tercentenary Fêtes.

More than one hundred warriors of the Caughnawaga tribe of Iroquois are going to Quebec to take part in the celebration and pageant of the Tercentenary.

The Tented City Committee has leased forty-five acres of the battlefield, and is erecting 1,600 tents close to the huge grand stand capable of holding 15,000 people. The tents are of three sizes. Tent "A," which will hold twelve people comfortably, is rented with beds for the term of the whole celebration—12 days, for $150; Tent "B," with five beds, or four comfortably, is $75. Tent "C," with three beds, or two comfortably, costs $60. Separate beds in classes "B" and "C" will be sold at $2 per day, and in class "A" at $1.50 per day. There will be three dinner tents to seat 1,500 people at once, in which meals will be supplied to guests only at 50 cents each; in another tent meals will be supplied at 25 cents. The streets of the Tented City will be well patrolled by police, and postal and express accommodation will be provided. Applications for accommodation should be made at once by letter to Mr. W. M. Wiggs, Vice-President Tented City Company, Quebec. Application forms and programme sent on request.

The Archbishop of Quebec, in the course of a pastoral letter endorsing the Tercentenary celebrations, pays a striking compliment to Earl Grey. In voicing Canadian appreciation of the part played by the Governor-General at the inauguration of the Laval statue, he says: "The participation of heads of State in the ceremony testified to their belief that Laval deserved the gratitude of the representatives of the kingdoms of this world since none labour more efficiently for even the temporary prosperity and well-being of the people than those who teach the performance of the Christian duties pertaining to both public and private life. This lesson could not possibly have been more powerfully taught than by the distinguished statesman who represents the sovereign authority of the great nation which for the last 150 years God has made ruler of our political destinies. With the expression of our gratitude we ask him to accept our respectful congratulations."

At a meeting held in Toronto a Citizens' Committee was formed to collect funds in order to co-operate with other communities who are subscribing for the purchase of the battlefields at Quebec as a national memorial. A feature of the meeting was an address by Mr. Byron E. Walker, President of the Canadian Bank of Commerce. He said that the National Battlefields Commission had been confronted by two difficulties. One was an English-Canadian point of view that the movement was something for the special benefit of Quebec. The other was a French-Canadian view that it was simply a celebration of the triumph of the British over the French. The project was altogether Canadian. Even if the present movement had not been inaugurated, the scheme of the tercentenary celebration of the arrival of Champlain would have been carried out by the French. To recover all the Plains of Abraham would require a number of years. There was reason to expedite the scheme as far as possible in order to make such a showing that when the Prince of Wales arrived at Quebec in July he would see such progress that he could justly say the battlefields had been reclaimed. Half a million dollars were necessary, and the promoters now had $350,000 in sight. The commission had power only to spend money on the battlefields, and would not spend one dollar on the tercentenary celebration itself. The cost of the celebration would be borne by the Dominion Government and the city of Quebec. The cost of the battlefields would be borne by the whole Empire. The idea had been dear to the hearts of French-Canadians for some years past—this commemoration of the greatest event to them in their modern history. Champlain was a hero to the two races. He was a real nation-builder, the actual founder of our country. More English-speaking Canadians admire Champlain than any other French figure in our history, unless it be Montcalm. Mr. Walker went on to outline the celebrations and to refer to the pageant, and concluded by saying that it was the thousands of small subscriptions that he looked for rather than the few large ones.

The old city of Honfleur, the seaport at the mouth of the Seine, from which Champlain sailed on his first voyage to Quebec in 1808, celebrated the tercentenary of the founding of Quebec by a series of fêtes. The Hon. Hector Fabre, Canadian Commissioner-General in France, was received by M. Baudry, the Mayor, in state He was on his arrival taken in procession to the banquetting hall. There speeches were made suitable to the occasion by the Mayor and M. Fabre. In the afternoon there was an aquatic display, and there was a gala performance at the theatre in the evening. Next day processions were made to the various points in the town associated with Champlain, and in the afternoon there was a crowded audience at the St. Etienne Museum, to hear a lecture by M. Lionnet on "Canada." In the evening the Mayor entertained Mr. Fabre at a banquet. In replying to a speech by M. Baudry, Mr. Fabre said: "For a century our brothers in France thought nothing of us. To-day France takes an interest in the new France. Notwithstanding our isolation we have remained faithful to our mother-country, and we have emerged triumphantly from our hard and difficult struggles; now that we have the friendship of France, difficulties will be smoothed all the more easily."

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DOMINION DAY CELEBRATIONS.

IN LONDON.

LORD STRATHCONA presided last night in the Palace of Music at the Franco-British Exhibition over a dinner "to celebrate Dominion Day, 1908." There was a large and distinguished gathering, the company including the Duke of Argyll, Lord Dudley, the Lord Chief Justice, Lord Balfour, Lord Blyth, General Lord William Seymour, Captain Sir J. R. M'Grigor, Colonel Sir E. W. D. Ward, Sir J. Fortescue Flannery, Sir C. P. Lucas, Admiral the Hon. Sir E. R. Fremantle, the Archdeacon of London, the Bishop of Montreal, Lord Aldenham, Lord Fitzmaurice, the Lord Advocate of Scotland, Lord Lichfield, Major-General F. W. Benson, Dr. George R. Parkin, C.M.G., the Hon. Colin H. Campbell, K.C., Mr. Justice Hanington, Canon Henson, Sir Henry Primrose, Sir Louis H. Davies, the President of the Institution of Electrical Engineers, the Masters of the principal City Livery companies, Sir Richard Solomon, Sir R. MacLeod, Sir A. E. Bateman, Mr. R. L. Antrobus, Sir T. Barlow, Sir Somerset French, Mr. W. P. Reeves, the Hon. Sir Eric Barrington, Sir S. Boulton, Mr. Donald Macmaster, K.C., Mr. T. Chase Casgrain, K.C., Sir Walter J. Howell, the Hon Sir Schomberg K. McDonnell, Mr. Henniker Heaton, M.P., Principal Paterson (McGill), Major-General R. H. O'Grady-Haly, D.S.O., Sir Walter Peace, Mr. Adam Beck (Ontario), Sir Frederick Young, Sir William H. White, Mr. C. H. Rasen, Sir Alfred Reynolds, Admiral Hector Stewart, Mr. J. G. Colmer, C.M.G., Mr. F. C. Salter, Mr. H. H. Norman, Mr. Alfred W. Smithers, Sir William H. Dunn, Sir R. W. Perks, and Mr. W. L. Griffith (hon secretary).

The loyal toasts having been honoured,

Lord Strathcona proposed "The Dominion of Canada." They had, he said, met to celebrate the forty-first anniversary of the Dominion—a very short time in the life of a nation, for Canada was now a nation, and was the first of the nations born within the Empire. But, after all, Canada was not very young, for within a few weeks there would be celebrated in Quebec the tercentenary of the foundation of that city by Champlain. Was it not a fine object-lesson to find that two peoples, the French and the English, sat down together to celebrate what was to one of them a defeat and to the other a victory, but out of which had arisen a community of people who were acting together, and who were determined to do all that in them lay to make of Canada a great dominion, and one which would happily be still connected in the closest relations with the Mother-country? It was an object lesson which, he trusted, might be of some use to those who were now speaking of the federation of South Africa. They knew that it was also the case with Australia—the second of the nations born within the Empire. What had been done, and what was being done by Canada and Australia, might surely be equally done by South Africa, and he thought they might go a little further and hope that the West India islands might also become a dominion. Canada had all the possibilities of becoming a very great country. While they welcomed in Canada immigrants from all countries, they always preferred those who came from the Mother-country—their own kith and kin. After a sympathetic reference to Lord Derby, Lord Strathcona went on to say that in Lord Grey they had a Governor-General who was doing his very utmost to show the French and the English that they ought to be, and must be, one people. Lord Grey was determined that the tercentenary at Quebec should be a great success. The financial depression which occurred last year in the United States and spread to Canada was now passing away, and with the promise of an unusually good harvest they felt that a condition of prosperity would prevail in the Dominion within the next decade, of which it was hardly possible to dream at the present time.

The Duke of Argyll, who was received with cheers, in responding to the toast, asked what was Canada, after all, during the whole course of its history, but one successful Franco-British Exhibition. The chairman had mentioned forty-one years as the life of the Canadian State, but for 148 years it had been an example of a successful friendship between the English and French, and long might it be so. He hoped that many who were present would see the time when the amount of cereals imported into this country from Canada would be five or six fold what it was at the present moment.

The Hon. T. Casgrain, K.C., submitted the toast of "Our Guests," and Lord Dudley, the Lord Chief Justice, the Lord Advocate of Scotland, and Sir R. W. Perks, M.P., responded to the toasts.

At the instance of Lord Fitzmaurice, the health of the chairman was drunk.

The company afterwards attended the reception held by the High Commissioner and Lady Strathcona at the Imperial Sports Club at the Franco-British Exhibition, which was taken for the night by Lord Strathcona. The reception was very numerously attended, there being an unusually large number of Canadians in London. It was generally conceded that, thanks to Lord Strathcona, Dominion Day had never been so splendidly celebrated or so thoroughly enjoyed by Canadians in London. Those who were on their first visit to London were agreeably surprised to find Dominion Day kept on such a magnificent scale in the Old Country, and were loud in praises of the High Commissioner's lavish hospitality.

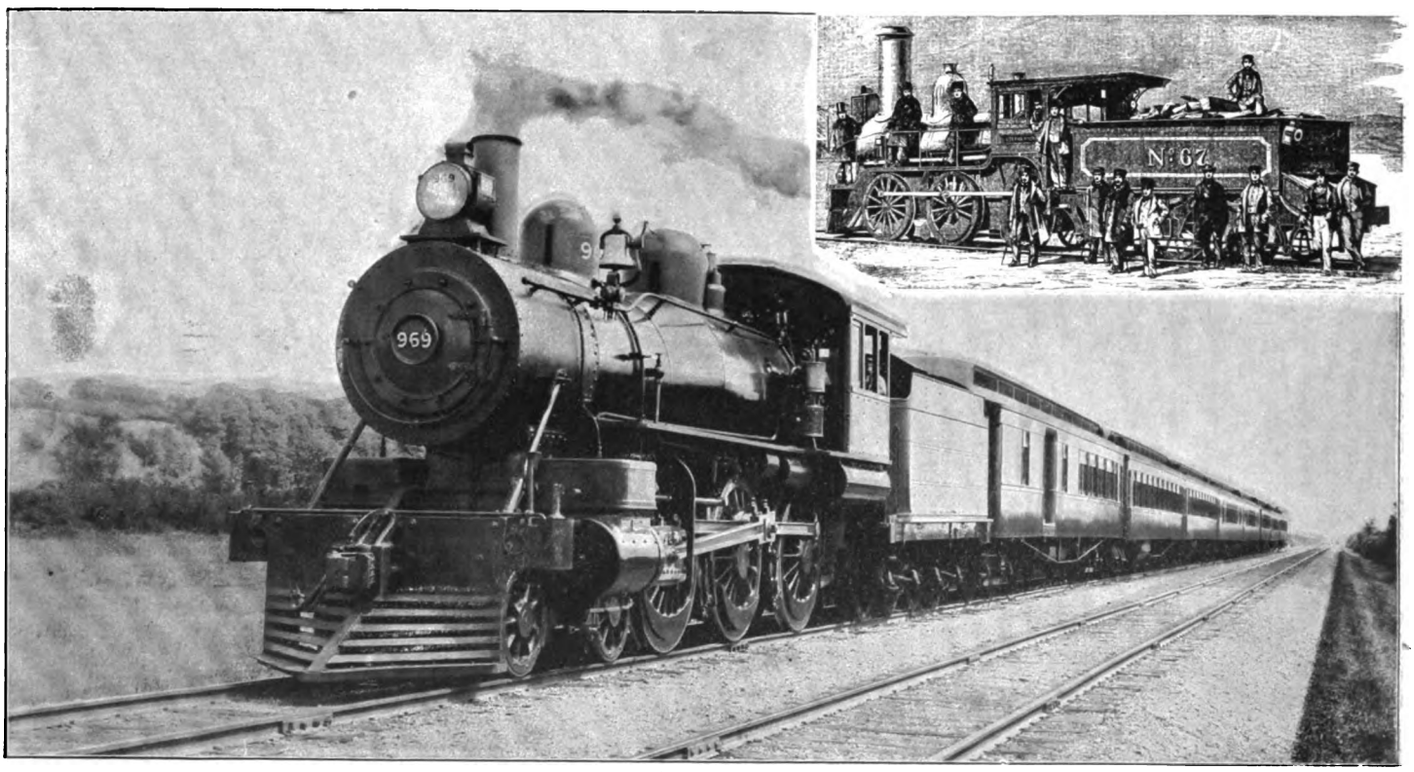
IN CANADA.

Dominion Day was celebrated everywhere in Canada as a holiday. Both Dominion Houses of Parliament adjourned.

One of the functions with which the day was celebrated was the opening of another 400 miles of the Grand Trunk Pacific Railway—from Winnipeg westward nearly to Saskatoon—making a total this year of 1,800 miles. When the line is completed it will be the only line passing from ocean to ocean through British territory, for the Canadian Pacific, about 250 miles west of St. John, N.B., has to pass through the State of Maine, U.S.A.

A CONTRAST IN ENGINES.

The illustration on this page proves in a striking manner that the advance made in railway locomotive building in Canada during the last fifty years has been equal to the development of the Dominion along other lines. The larger picture shows one of the standard passenger engines and trains of the Grand Trunk Railway System, such as are in use throughout Eastern Canada at the present time. The inset cut is reproduction of a drawing which appeared in the *Illustrated London News* of the "George Stephenson," a locomotive built in the year 1860 in the shops of the Great Western Railway Company of Canada, now the Grand Trunk Railway. Its cylinders were 16in. in diameter, with a 24in. stroke. The total heating surface, by an ingenious arrangement of the fire-box, was 1,248 superficial feet, and the engine was adapted to burn either wood or coal. The driving wheels were six in number, coupled by threes, 5ft. in diameter. The tender held nearly 2,000 gallons of water.



A CONTRAST IN ENGINES: A MODERN GRAND TRUNK "FLYER" AND ONE OF THE LOCOMOTIVES BUILT IN CANADA FIFTY YEARS AGO.

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A TRIBUTE TO W. H. DRUMMOND.

A series of studies of the late Dr. W. H. Drummond, the "Poet of the Habitant," by Pierre Lorraine, in *Le Journal de Françoise*, ends with the following appreciation, which we translate into English:—

"Drummond was incidentally a humorist, but that was because he was the portrayer of a light-hearted people with a quick perception of the ludicrous side of things. He could not fail to bring out so notable a characteristic. But it does not appear, in our opinion, that he went too far in this direction. To French-Canadians he was what Burns was to the Highland peasantry, James Whitcomb Riley to the farmers of Indiana, George Washington Cable to the Creoles of Louisiana. He has succeeded, as they did, in bringing the reader into direct contact with the lives, ideals, sufferings, and merry-makings of his models. He possessed the rare quality of accuracy of touch, without ceasing to be a poet, and the rudeness of the dialect in which he worked by no means weakened the impression of reality which distinguishes his work. Dialect poetry is the least artificial of all, its aim being candour and simplicity. As Browning so appositely said in 'The Ring and the Book,' it must be 'human at the red stirpe (stirp=root) of the heart.' Such was Drummond. French-Canadians owe a debt of gratitude to this member of an alien race, who has been able to depict them with such loving truthfulness."

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THE NORTH-WEST PASSAGE*

It is curious that the sea passage round Canada, though it has been sought for centuries by mariners, should not have been successfully navigated until within the last two or three years. It was the tragic story of Sir John Franklin's failure which touched the imagination of Mr. Roald Amundsen, and made him attempt the feat, which had baffled so many, in the tiny *Gjöa*, with its crew of seven and fifteen horse-power motor. No doubt the smallness of the vessel enabled it to pass scathless through waters in which a vessel of greater draught would have come to grief. It was on June 6, 1903, that the *Gjöa*, with provisions for five years, cast off from Christiania, and after calling at Horten Harbour steered straight for the Polar Regions. Off the coast of King William Land the explorers found a tiny haven (christened Gjöahavn), where they spent their first winter, and collected scientific data regarding the Magnetic North Pole. During their stay they became very friendly with the Eskimos, whose manners and customs are set forth in a new light. Hitherto it had been supposed that the Arctic climate kills all kinds of microbes, but it would appear that the bacillus of catarrh flourishes in the Far North, the Eskimos being subject to an epidemic of colds in the winter. Though they have neither a past nor a future, and regard all the wondrous manifestations of Nature with absolute indifference, and are isolated from civilisation, the Eskimos of King William Land are happy, healthy, and honest. They like life, but have no fear of death. Above all, worry—the chief disease of modernity—does not touch them. On August 13, 1905, the *Gjöa* once more steered westward, and four days later dropped anchor on the west side of Cape Colborne. "This was a significant day," writes the leader of the expedition, "for we had now sailed the *Gjöa* through the hitherto unsolved link in the North-West Passage." Later on his lieutenant announced "a vessel in sight." "The North-West Passage had been accomplished," continues Mr. Amundsen, "my dream from childhood realised. . . . I had a peculiar sensation in my throat; I was somewhat overworked and tired, and I suppose it was weakness on my part; but I could feel tears coming to my eyes." The vessel seen was a whaler, and her skipper was proud to be the first to greet the victorious explorers. But the difficulties of the expedition were not yet ended. At King William Point, near the boundary of Alaska and Canada, ice stopped the way, and there their little ship was held up for ten long months, during which period Mr. Amundsen made a journey past Fort Yukon to Eagle City, returning to the *Gjöa* in excellent health. In August, 1906, they reached Cape Nome, and had a great reception. Mr. Amundsen has the precious gift of humour, which enables us to forgive the portentious length of his work. There are many good illustrations.

* Roald Amundsen's "The North-West Passage," being the record of a voyage of exploration of the ship *Gjöa*, 1903-1907. By Roald Amundsen. Two vols. (London: Constable.)

—❋—

GEMS OF CANADIAN SONG.

XXIX.

As a poet of Nature, a Canadian disciple of Wordsworth, Duncan Campbell Scott occupies a midway position between Archibald Lampman and Wilfrid Campbell. He is not so mellifluous as the former, and his poems are more subjective, the egoism of the lover or hater breaking through his meditations on the inner meaning of Nature's manifold aspects. On the other hand, he does not think so intensely as the latter, or strive to pack so much good Scots morality into his verse. Wilfrid Campbell takes humanity (including himself) somewhat too seriously; Duncan Campbell is seriously interested in himself only, as a personality in, but not of, Nature; and Archibald Lampman, in his characteristic moods, thinks of humanity merely as a part of Nature—the "eyes of the sentient world," so to speak.

The following passage from "Spring on Mattagami" (in "Via Borealis": Tyrrell and Co., Toronto) is an excellent example of Duncan Campbell Scott's style:—

Far in the East the rain-clouds sweep and hurry,
  Down the long, haggard hills, formless and low,
Far in the West the shell-tints meet and marry,
  Piled gray and tender blue and roseate snow;
East—like a fiend, the bolt-breasted, streaming
  Storm strikes the world with lightning and with hail;
West—like the thought of a Seraph that is dreaming,
  Venus leads the young moon down the vale.
Through the lake furrow between the gloom and bright'ning
  Firm runs our long canoe with a whistling rush,
While Potan the wise and the cunning Silver Lightning
  Break with their slender blades the long clear hush;
Soon shall I pitch my tent amid the birches,
  Wise Potan shall gather boughs of balsam fir,
While for bark and dry wood Silver Lightning searches;
  Soon the smoke shall hang and lapse in the moist air.
Soon shall I sleep—if I may not remember
  One who lives far away where the storm-cloud went;
May it part, and starshine burn in many a quiet ember,
  Over her towered city crowned with large content;
Dear God, let me sleep, here where deep peace is,
  Let me own a dreamless sleep once for all the years,
Let me know a quiet mind and what heart ease is,
  Lost to light and life and hope, to longing and to tears.
Here in the wilderness, less her memory presses,
  Yet I see her lingering where the birches shine,
All the dark cedars are sleep-laden like her tresses,
  The gold-moted wood-pools pellucid as her eyen;
Memories and ghost-forms of the days departed
  People all the forest lone in the dead of night;
While Potan and Silver Lightning sleep, the happy-hearted,
  Troop they from their fastnesses upon my sight.

Thus, into the picture of the departing storm, the broad levels of the river, and the evening camp in the starry woodland silences, hastens the phantom of ineffectual passion. The poet would say he was haunted by his love. In point of fact, he is haunted by himself.

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INSTANTANÉ.

XVIII.—On the Pacific Slope.

And so we come to the verge of the Pacific, the mightiest and mildest of the oceans. Across the Straits of Georgia are seen the Olympian Mountains—a sequence of diamond peaks gleaming out of wine-dark shadows into a sky of lapis-lazuli, more than one hundred miles away, though the modelling of each peak is plainly discerned, so clear and clean is the atmosphere. The moon never blushes in this part of the world; she is as silver-white at the horizon as when climbing, star by star, to her spectral noon. Here, also, Aldebaran is the red star, the gipsy star; the white fire of Sirius wavers to green in that wind of space, which men call time; each ancient light of heaven has its proper colour, and deserves the name invented by Arabian astronomers. At sunrise and at sunset the shadows of high mountains are projected against the sky in shadowings of cobalt-blue against the azure of sunlit air. And even the shadow of the great globe itself may be seen on an unclouded evening as a darker curve on the darkling heaven—a curve often bordered with a tracing of faint rose-colour, that dies into a memory of purple. Here, too, as night falls, we feel that this shore of the Pacific is the one "demi-England" (to quote W. E. Henley's phrase) in the King's dominions. The oak grows in cool, green pastures, the ash flourishes, the bonny ivy-tree climbs deviously about the porch of many a pretty house. The English rose is regnant in the gardens of the land, reigning longer than in Devon, and scattering the rose-pages of her oracle only with the great flakes of the mild winter's snows.

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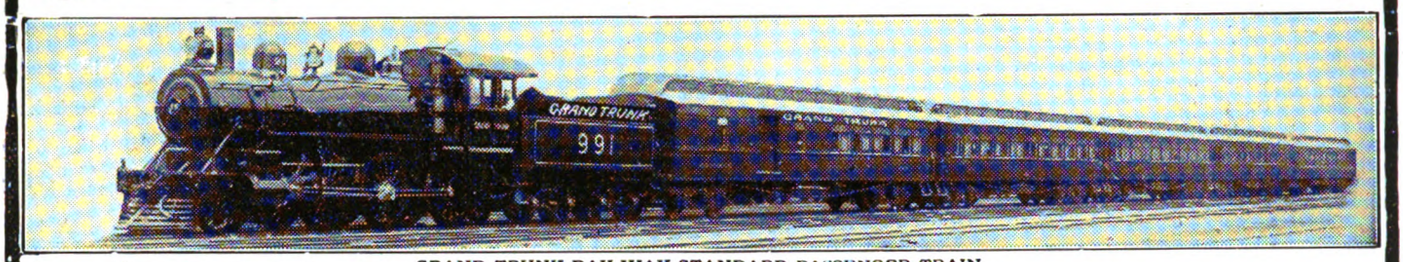
GRAND TRUNK RAILWAY SYSTEM

Canada's Double Track Railway



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Modern and Luxurious Trains.
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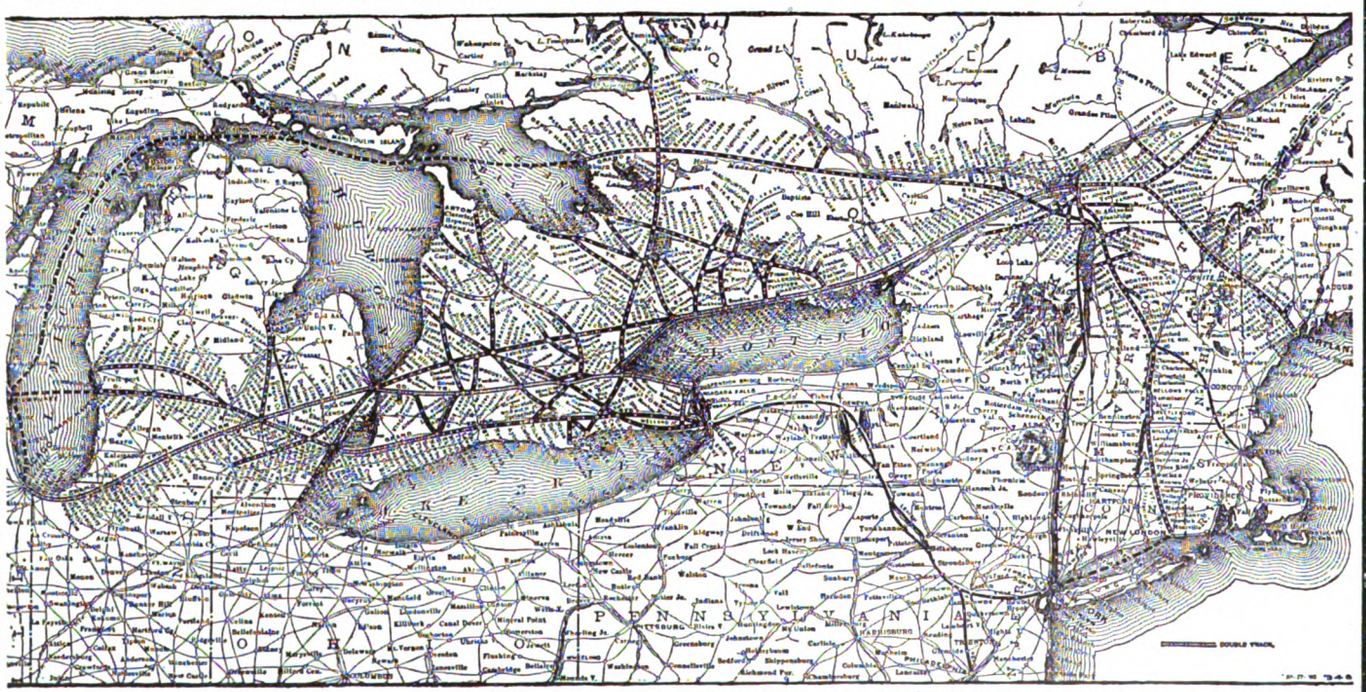
THE LINES OF THIS GREAT SYSTEM REACH ALL THE PRINCIPAL CITIES AND TOWNS IN THE PROVINCES OF QUEBEC AND ONTARIO.



MAP OF THE GRAND TRUNK RAILWAY SYSTEM AND CONNECTIONS.

The GRAND TRUNK RAILWAY SYSTEM issues Bills of Lading and quotes Rates of Freight Through from Great Britain and the Continent to all the principal points in CANADA and the WESTERN UNITED STATES, in connection with the Steamships lines to Montreal in summer and Portland in summer and winter.

For further particulars and all information apply to **F. C. SALTER,** European Traffic Offices

Colonial House, 20, Water Street, Liverpool. 44, 45, 46, Leadenhall Street, London, E.C. 75 Union Street, Glasgow.

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PURELY PERSONAL

The Hon. Colin H. Campbell, Attorney-General of Manitoba, and the Hon. T. Chase Casgrain, K.C., were presented at the King's Levée on Monday by the Secretary of State.

The Hon. Clifford Sifton, while riding along a country road near Ottawa, collided with a vehicle driven by a farmer. Mr. Sifton was thrown from his horse, but escaped with a few bruises.

Lord Strathcona is to open to-day the World's Great Mining Exhibition, which will occupy Olympia until July 31.

Among the bequests made to charity by the late Sir R. G. Reid, chairman of the Reid-Newfoundland Co., are the following: Queen's University, Kingston, $5,000; the Protestant Hospital for the Insane at Verdun, $5,000; the Montreal General Hospital, $5,000; the Alexandra Hospital, $5,000; the Western Hospital, $2,500; the Victorian Order of Nurses, $2,500.

Dr. Osler, Regius Professor of Medicine in Oxford University, has consented to stand as a non-party candidate for the Lord Rectorship in Edinburgh University. The party candidates are Mr. Winston Churchill and Mr. Wyndham. The medical students, who number 1,400, are said to have received Dr. Osler's name very favourably, this being the first time a member of the medical profession has been chosen. The election takes place on the first Saturday of November. Mr. Haldane is the present holder of the office.

Mr. H. J. Mackinder has gone to Canada, and hopes to return at the end of September.

Sir Mackenzie Bowell recently distributed in the Senate roses plucked from a rose-bush he had grown in his garden, from a sprig brought with him from the Yukon ten years ago. The sprig had been obtained from a point between 700 and 800 miles north of Dawson. The roses were of luxurious growth and beautiful colour.

Among the fashionable weddings of the year at Quebec has been the marriage of Miss Clothilde Jetté, daughter of Sir Louis and Lady Jetté, in the parish church of St. Columba de Sillery, to Dr. Simeon Grondin, a prominent medical practitioner of Quebec, and one of the professors of the Faculty of Medicine in Laval University. Among those present were the Hon. A. B. Aylesworth and Mrs. Aylesworth, and the Hon. R. Lemieux and Madame Lemieux, the sister of the bride. Dr. and Mrs. Grondin spent their honeymoon among the Thousand Islands.

On the occasion of his leaving McGill University to take up new educational work in Europe as Rector of the new Imperial College of Science of London, Dr. Bovey was entertained at dinner at the new McGill University Club by graduates from the Faculty of Applied Science, over which he so long presided as Dean. Dr. Boney is now in England.

Colonel and Mrs. Wilkinson, of Hertfordshire, England, are staying in Ottawa as the guests of Mr. J. G. Foster, Consul-General for the United States, and Mrs. Foster.

Dr. G. R. Parkin, accompanied by his daughter, sailed from Liverpool in the *Victorian* to attend the Tercentenary Celebrations at Quebec.

Mr. E. B. Osler has contributed $1,000 to the fund for the nationalisation of the Quebec battlefields.

The Rev. Hugh Pedley, Pastor of Emmanuel Church, Montreal, was, at the adjourned session of the Congregational Union of Canada, elected chairman of the Union for the year 1909.

The Hon. Thomas Ballantyne, formerly M.P.P. for South Perth, and Speaker of the Ontario Legislative Assembly, is seriously ill. He is widely known for the excellent work he has done for the improvement of the Canadian cheese industry.

DR. FRANCIS J. SHEPHERD.

Dr. F. J. Shepherd, LL.D., who has been appointed to succeed Dr. Roddick as Dean of the Faculty of Medicine at McGill University, was born at Como, Quebec, in 1851, and received his early education at the Montreal High School, later going in for medicine at McGill. After graduating from McGill he studied in St. Thomas' Hospital, London, and at the University of Vienna. He was appointed Demonstrator of Anatomy at McGill in 1875 and Professor of Anatomy in 1883. He was also Senior Surgeon to the Montreal General Hospital, and is a Governor of that institution. Dr. Shepherd has held many positions in medical societies and institutions both in Canada and in the United States, and he has published numerous articles in the medical journals of America.

Among the passengers who reached England by the Allan liner *Corsican* last week were the Hon. J. P. Phillips, of Montreal; Mr. H. B. and Mrs. Seybold, of Montreal; and the Rev. Dr. Winthrow, of Toronto.

The Hon Adam and Mrs. Beck have returned to Canada.

Among the passengers who left Liverpool for Canada last week by the Allan Line turbine steamer *Victorian* were Viscount and Viscountess Falmouth, Viscount Lascelles, and the Hon. Evelyn Boscawen.

The results of the Third Year examinations in the McGill Faculty of Medicine show the prize-winners to be as follows:—Third Year Prizeman—E. H. Funk, Rossland, B.C.; Sutherland Medallist—C. M. Kelly, B.A., Springfield, N.B.; the Joseph Hills prize for the best examination in pharmacology and therapeutics—A. Bramley-Moore, London, and E. G. Worley, Haley's Station, Ontario, equal.

The Canadian bowling team consisting of some twenty players, accompanied by friends, arrived in England last Friday, and commenced their tour at Leicester on Saturday, when they were beaten by the Midland Counties Bowling Club by 113 to 99. The programme arranged for them will occupy about a week in the London district, and another week in the Southern and Western Counties. They will then proceed to Wales and the North of England, meeting the Border Cities' Association at Carlisle. They are due to arrive in Scotland about July 23, and will proceed at once to Edinburgh, where they will be welcomed by the Lord Provost. They remain in and about Edinburgh until the 28th, when they proceed to Galashiels and then to Glasgow, when a game will be played against the Scottish contingent of the team that was in Canada in 1906. Thence they go to Ayrshire, Stirling, Alloa, Perth, Aberdeen, and Dundee, then again to Edinburgh, thence to Dumfries, and then across to Ireland. The party is formed of members of the Ontario Bowling Association and the Western Ontario Bowling Association. Their purpose is not to engage in any Olympic tournament, but is merely by way of a return of the visit paid to Canada by bowlers from the British Isles. Mr. Franklin Smoke, K.C., of Paris, Ont., is secretary of the party. Dr. Russell, of Hamilton, is captain of the team.

Miss Dorothy Duff, daughter of Mr. J. M. M. Duff, of Montreal, has won the gold medal offered by the Governor-General for the best essay on the object of the Quebec Battlefields Fund.

BIRTHS, MARRIAGES AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s., or 75c., for 24 words or under, every additional word one halfpenny or one cent. which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

CARTWRIGHT.—At 4, St. Alban's Road, Kensington, the wife of Major Geo. S. Cartwright, Royal Engineers, of a son.

HARPER.—On June 13, at Fruitlands, Kamloops, British Columbia, the wife of Noel George Harper, of a son.

MCMAHON.—At 39, West 61st Street, New York City, on Tuesday, June 23, to Dr. and Mrs. John J. McMahon, a son.

MARRIAGES.

DE MILLE—BARKER.—On June 17, at St. Paul's Church, St. John, N.B., by the Rev. E. Bertram Hooper, Rector, Alban Bertram de Mille, son of the late James de Mille, of Halifax, to Agnes Madeline Shuttleworth, daughter of the Hon. G. E. Barker, Chief Justice of New Brunswick.

FOREMAN—SHERLOCK.—On June 23, in Trinity Methodist Church, Toronto, by the Rev. B. Sherlock, father of the bride, assisted by the Revs. F. M. Mathers, B.D., and W. F. Wilson, D.D., the Rev. Arthur Owen Wellington Foreman, B.A., of Hamilton, to Louisa Salome Sherlock, of Toronto.

LOWE—DOVER.—On June 15, by the Rev. F. E. Pitts, J. H. Lowe, M.D., son of the late W. H. Lowe, M.D., Wimbledon, formerly President of the Royal College of Physicians, Edinburgh, to Maud Eland, daughter of James Dover, Haliburton, Ont.

THOMPSON—SEARLE.—At St. George's Cathedral, Kingston, Ont., on June 17, by the Rev. Canon Colbert, assisted by the Rev. William Lewin, Charlotte Searle, formerly of Devonshire, to Robert Alexander Thompson, Kingston.

TILLEY—MARTER.—On June 23, at Elm Grove, Parkdale, Toronto, by the Rev. W. H. Hincks, Mabel, daughter of Mrs. and the late Mr. G. F. Marter, M.P.P., to Harry T. Tilley.

TRIBBLE—HILL.—At "Inglenook," Shelburne, Ont., the home of John Palmer, grandfather of the bride, on June 17, by the Rev. B. R. Strangways, B.D., Ermina E. Hill, niece of Dr. Barr, M.P., to J. Norman Tribble, B.A., of the Auditor-General's Office.

DEATHS

GRACE.—Archibald Hew Grace, on the 3rd inst., aged 37, at the residence of his brother, Dr. Nathaniel Grace, Tunbridge Wells, nephew of Hugh Singers-Bigger, 56, Evelyn Gardens, S.W. Beloved by all who knew him. (Canadian papers please copy.)

SANGSTER.—On June 12, in Toronto, Marion, youngest daughter of Mr. and Mrs. Wm. Brock, Port Perry, and beloved wife of Mr. S. E. Sangster, of the Permanent Staff, Civil Service, aged 26 years 4 months and 28 days.

WORTHINGTON.—At "Ardnacloich," Toronto, on June 23, Asheton Norreys Worthington, only son of Lieut.-Colonel Norreys Worthington, M.P., of Sherbrooke, Que.

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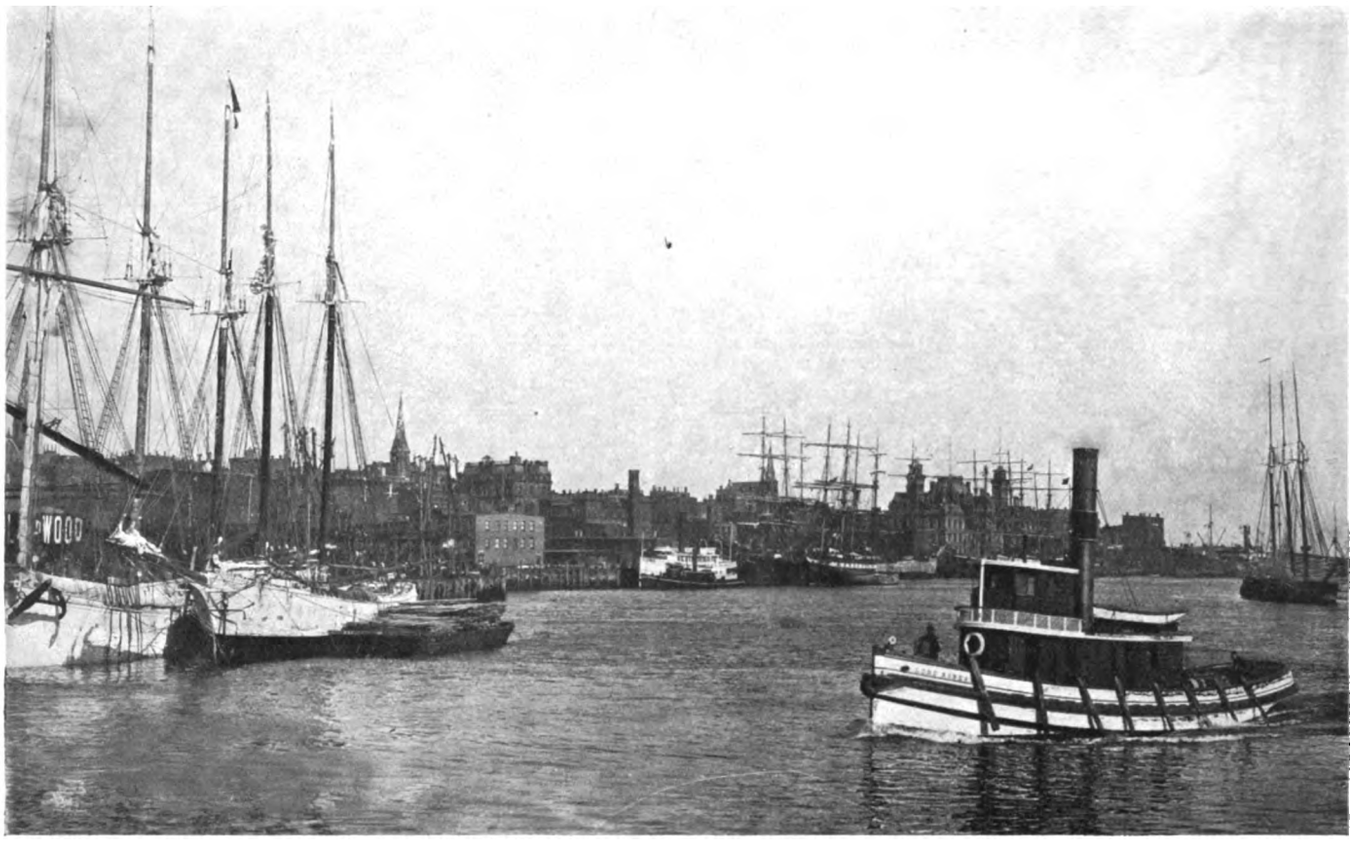
THE CITY OF THE LOYALISTS.



THE HARBOUR FRONT OF ST. JOHN, NEW BRUNSWICK.

THE BRIDGES OVER THE FAMOUS REVERSING FALLS AT ST. JOHN, N.B. : THE TIDE RUNNING OUT.

When the tide is at low ebb, there is a fall of about fifteen feet towards the harbour. When the tide returns, it moves up the gorge, overcomes the river current, and causes a fall in the opposite direction.

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The New Laval Monument at Quebec.

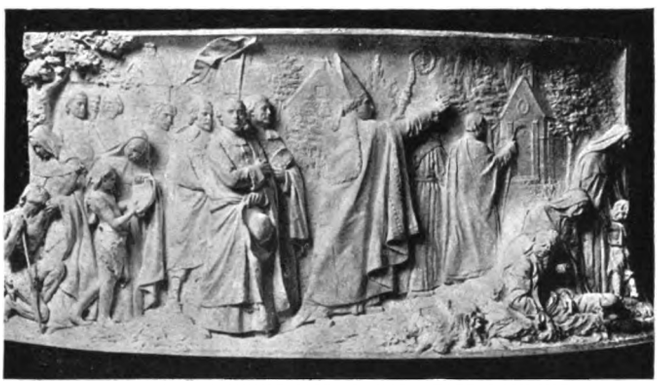
THE first of the great historical celebrations which have drawn the world's attention to Quebec this year began with the solemnisation on an unusual scale of the Fête-Dieu. Next day—the second devoted to fêtes—the statue of Mgr. de Laval, the first Bishop of New France, was unveiled. The city was lavishly decorated for the occasion. Thousands of people attended the ceremony, over which Earl Grey presided, and the greatest enthusiasm prevailed.

The statue is the work of the Canadian sculptor Hebert, and has been erected at a cost of $50,000. It stands in a commanding position between the Post Office and the Archbishop's Palace, overlooking the St. Lawrence from the top of Mountain Hill. A block of small houses was removed to make room for it. The statue has been much praised. Mgr. de Laval is represented in his pontifical robes, with the mitre on his head and the crozier in his left hand.

THE STATUE IN ITS PLACE NEAR THE POST OFFICE.

At the base of the column which supports the statue is a superb group in bronze, emblematical of the work of the great bishop. A young female figure representing Religion turns her head towards an Indian chief, and points with her hand to the entrance of a chapel.

At the foot of Religion is a young scholar in the costume of the Seminary of Quebec, the founding of which was one of the great works of Mgr. de Laval. The group is completed by a well-conceived angel holding with outstretched arm towards the statue, the palm of glory. At the base of the monument are three bas-reliefs. The first scene represents the arrival of Mgr. de Laval at Quebec. A procession is shown approaching a little chapel in the forest. A Recollet and a Jesuit lead the procession. Mgr. de Laval is seen wearing his pontifical ornaments, with pastoral crozier in his left hand, his right raised in the act of benediction. He is followed by a group of priests and civil dignitaries, amongst whom the Governor, M. d'Argenson, may be recognised by his ribbon and cross of the Order of St. Louis. The group is completed by four nuns ministering to little children and to the old and infirm. In the second bas-relief Mgr. de Laval is seen at the court of Louis XIV. The third bas-relief represents the baptism by Mgr. de Laval of the celebrated Iroquois captain, Garakontie. In the foreground are the Governor, M. de Courcelle, who acted as godfather, while Mlle. Bouteroue, daughter of the Intendant, was the godmother.



BAS-RELIEF SHOWING MGR. LAVAL AFTER LANDING VISITING A CHAPEL IN THE FOREST.

François de Laval de Montmorency, who is thus recalled to memory was born at Laval, Mayenne, France, on March 23, 1622, and was ordained priest in 1645. He was consecrated Bishop and appointed Vicar Apostolic of New France in 1658. He arrived in Quebec on June 16, 1659, and returned to France in 1662. He went again to Quebec in the same year. He returned to France in 1674. On this occasion the revenues of the Abbey of Meaubec, in the diocese of Bourges, were united to the Bishopric of Quebec. He founded a seminary in Quebec, and twice it was burnt down during his lifetime. He died at Quebec at the age of 86 on May 6, 1708, and was buried near the principal altar in the city. Garneau, in his "History of Canada," says of Bishop Laval:—"He had great talents and much activity, while his overbearing spirit brooked no opposition."

MGR. LAVAL BAPTISING THE IROQUOIS CHIEF GARAKONTIE.

MGR. LAVAL AT THE COURT OF LOUIS XIV.

SHORT-SIGHTED MUNICIPAL TACTICS.

Toronto journals are discussing, and generally disapproving the action of the Municipal Board of Control in purchasing 4,000 ft. of a certain kind of fire hose, which is made in Toronto, at $1.68 per foot, in preference to another kind tendered for at $1.20 per foot, but manufactured in Montreal. Reports from large cities in the United States spoke favourably of both qualities; indeed, it appears to have been frankly admitted that the highest tender was accepted because it would provide work for a local firm. Moreover, it was suggested that the action was a fair reply to that of the Montreal City Council, which invariably adopts the same policy. In this connection the Conservative *Toronto Mail Empire* says:—"This situation is doubtless caused by the trade jealousy between Toronto and Montreal. Local firms say that it is almost impossible to get any civic contract in the Province of Quebec, and claim that in Montreal the authorities practise the vicious custom of buying only from their own manufacturers. If that practice became universal, it would mean that industries in all large cities would suffer, as they could not sell outside of their own locality. Toronto cannot, therefore, afford to follow the lead of Montreal, even if the charges against that city are correct."

To show that the question of party does not bias the comments, we quote the leading Liberal organ, the *Globe*, which says:—"It is difficult for the ordinary ratepayer to understand why the lowest tender should be rejected in this case. Why should he pay 48 cents a foot more for hose than he need when the cheaper article carries the same guarantee as the dearer, and when the cheaper is in general use in American cities? Neither local sentiment nor trade jealousy of Montreal should enter into the placing of this contract."

Recently we drew attention to similar action by the city of Toronto with reference to a tender for machinery by an English firm, which, though it was the lowest, was rejected in favour of the Toronto-built article. However, we need no longer wonder at the difficulties encountered by British manufacturers when we read of such rivalries between home industries in cities within 350 miles of each other. It is to be hoped that wiser counsels will prevail, and that Toronto's Municipal Board will give up such suicidal tactics.

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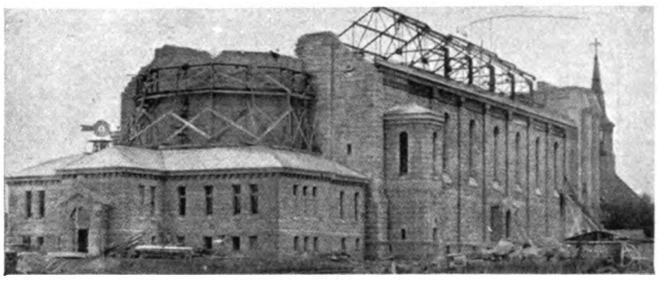
AN EARLY WESTERN SETTLEMENT.

The Rise of St. Boniface.

St. Boniface, which has recently attained the dignity of a city, has grown rapidly of recent years. In 1901 its population was 2,019, which had grown by 1906 to 5,119. This year the assessment of the city is $7,809,628, as compared with $7,547,322 in the previous twelve months. St. Boniface practically adjoins the populous city of Winnipeg, and the smaller place is now beginning to join in the prosperity of the great metropolis of the West. The story of the rise of St. Boniface from a small settlement is told as follows in *Les Cloches*:—

"When Mgr. Provencher arrived in 1818 St. Boniface boasted a few dwellings, if indeed one can call by that name the handful of huts occupied by old soldiers, remnants of the old regiment of the Meurons, brought to the country by Lord Selkirk to police the forts. The arrival of the missionaries, it is true, attracted a few families to St. Boniface, but they pitched their tents only for the trading season and then left on buffalo hunts, the chase being their sole means of existence. On the death of Mgr. Provencher this condition of things still remained. At different times families, weary of scouring the prairies for game which became ever rarer, made attempts to win from the soil a portion of their sustenance. Unluckily, however, nearly every attempt to grow crops was foiled by grasshoppers,



THE NEW ROMAN CATHOLIC CATHEDRAL NOW BEING BUILT AT ST. BONIFACE.

forcing these families to leave the fields and once more to roam the prairies in search of food. In 1826 the colony was ruined by a flood, and again in 1852 an inundation dispersed the inhabitants, ruining their homes. In 1870, writes Chief Justice Dubuc, 52 years after its foundation, St. Boniface scarcely presented the aspect of a village, much less than of a town. It possessed little outside of the ecclesiastical establishments: the cathedral, the bishop's palace, the old college since enlarged and converted into the Academy Provencher and now used by the Union Ste. Cecile. On the south side was the mother-house of the Grey nuns and the old boarding school situated on the spot where to-day stands the Hospice Tache, since annexed to the mother-house. On the north side, on the site occupied to-day by the establishment of Le Manitoba, there was a small house inhabited by Metis.

"What is now Provencher Avenue formed the southern limit of a cultivated field, which was fenced off and which formed what is now known as the Point. There was one small log house on this field inhabited by an old man, L. Galarneau, who kept a boarding-house. The old house remained standing till 1902, on the lot neighbouring the present residence of Hon. Judge Prendergast. In 1870 to the south of the convent of the Grey nuns were two houses where now stands the hospital, with two or three others a little farther on. In all there were five or six houses within a radius of nearly a mile, taking the bishop's palace as a centre. These few houses, together with the religious establishment which have been mentioned, represented the St. Boniface of 1870."

CANADIAN ENTERPRISE IN THE FAR NORTH.

Our Ottawa correspondent writes:—

Captain Joseph Bernier, of the Canadian Government cruiser, *Arctic*, who, during the season of 1906, hoisted the Union Jack on a score and more of islands in the Far North, is this season to attempt the North-West passage, and expects to be heard of in the fall from Beaufort Sea and the whaling stations at the mouth of the Mackenzie River. If good fortune crowns his efforts he will spend the following summer in exploratory work in Beaufort Sea, and probably carry the colours northwards to lands in that quarter which at the present time have no place on the map. Captain Bernier has made a very careful study of all available data in regard to polar expeditions, and wants a commission from the Dominion Government to strike for the Pole from the mouth of the Mackenzie River, which he may have an opportunity of doing if he succeeds in making the North-West passage this year. The *Arctic* carries a crew of about thirty, and is specially constructed for ice navigation, having been built to the order of the German Government for a trip to the Antarctic. Captain Bernier, who commands her, has followed the sea for close on half a century, and during the past three seasons has made two trips to the Far North from the Atlantic side. During the season of 1906 he made his way through Lancaster Sound and Melville Sound, as far as Prince Patrick Island, and asserted the authority of the Canadian Government over a region which is now being coloured as United States territory on the most recent maps emanating from the American capital.

The final report of the engineers' survey of the projected canal between Montreal and Georgian Bay shows the estimated cost of the proposed waterway to be £19,800,000.

THE LAMBETH CONFERENCE.

Many Canadian Bishops Present

This week saw the opening of the Conference of Anglican Bishops opened at Lambeth Palace. The Congress which has just concluded was the first gathering of bishops, clergy, and laity from the world-wide Anglican communion ever assembled; but the Conference of Anglican Bishops is the fifth of a series which began in 1867. At the first Conference 76 Bishops attended; at the second in 1878, 100 were present; at the third in 1888, 145; at the fourth in 1897, 194; and this week no fewer than 251 prelates took part in the Conference. Among these were the following from Canada and Newfoundland:—The Archbishops of Rupertsland and Toronto; and the Bishops of Newfoundland, Ottawa, Quebec, Saskatchewan, New Westminster, Niagara, Qu'Appelle, Algoma, Ontario, Montreal, Keewatin, Nova Scotia, Huron, Moosonee, Yukon, Fredericton, and Columbia.

On Saturday, in accordance with precedent, the Bishops attended a special service at Canterbury Cathedral, when the Archbishop of Canterbury delivered an address. On Sunday all the Bishops attending the Conference were present at Westminster Abbey in the morning, when the Dean of Westminster preached.

Among those invited to speak at the conference are Archbishop of Toronto, on the subject of "Organisation within the Anglican communion; and the Archbishop of Rupert's Land on "Supply and Training of Clergy."

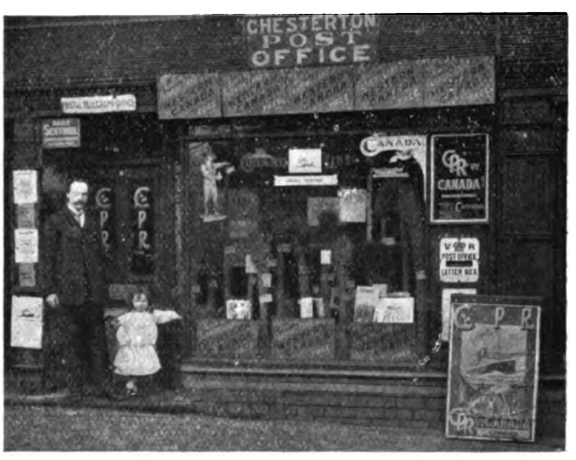
CANADA'S MILITARY FORCES.

The report of the Militia Council of Canada on the training of the Permanent and Volunteer forces of the Dominion for 1907 contained evidence of increase of efficiency. The Militia Council are now urging Parliament to extend the period of the annual camps, twelve days being regarded as entirely insufficient for militiamen to learn even the most elementary military duties. From the results of last year's camp, the Militia service is more popular in the Maritime provinces than elsewhere in the Dominion.

In a report to the Militia Council, in his capacity as Inspector-General of the Canadian forces, the late Brigadier-General B. H. Vidal said that he had endeavoured to arrive at the amount of additional training which the Canadian Militia would require before it would be in a fit condition to take the field with an average prospect of success against the disciplined forces of a civilised nation. Presuming that all necessary arms, clothing, and equipment were available, and that the ranks of all corps were brought up to their full war strength by voluntary enlistment or by ballot, or by a combination of both, he considered that they would have to be trained by competent instructors in camps of instruction for the following specified periods:—Cavalry, one month to ninety days; artillery (field and garrison), ten to thirty days; infantry corps in large cities, seven to thirty days; all other infantry, thirty to ninety days.

HOW THE DOMINION IS ADVERTISED.

The accompanying illustration shows how Canada is advertised in the rural districts of England. In this case the window of the post office at Chesterton, a Staffordshire village, is devoted to the



exhibition of the various kinds of grain produced in Canada. In addition, copies of this journal are on sale, and many other means of making known the resources of the Dominion are to be seen.

The *Macclesfield Times* says: "Our Canadian cousins are wise in their day and generation. They have already placed restrictions upon the emigrant who seeks his fortune in their midst by insisting that he must have in his possession so much money upon landing, and have a place of employment to go to. They also take precautions against the importation of sick and maimed immigrants, and now in pursuance of the announced policy of the Government an amendment has been introduced to the Penal Code prohibiting the sale of cigarettes to youths. It further empowers the police to confiscate any cigarettes found on boys who appear to be under the age of eighteen. . . . But they need to go a step further in passing such laws as will prevent the erection of those rabbit burrows in their towns and cities, which in England to-day has resulted in the abominable slums where to live is even worse than in some of the districts of Central Africa.

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Letters and articles must be written on one side of the paper only.
The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.
The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.
We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.
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MEMORABLE ANNIVERSARIES IN THE COMING WEEK.

July 12.—General Hull's force of 2,500 men crossed the Detroit River, near Sandwich, into Canadian territory, 1812.
The Crimea evacuated by the Allies, 1856.
Prince John of Wales born, 1906.
July 13.—Berlin Treaty—"Peace with Honour"—1878.
Death of Sir Adolphe Chapleau, 1898.
July 14.—Lord's Day Act of Ontario declared *ultra vires* by the Judicial Committee of the Privy Council, 1903.
Death of ex-President Kruger of the Transvaal, 1904.
July 15.—Napoleon I. went on board *H.M.S. Bellerophon* after his defeat, 1815.
North-West Territories added to the Dominion, and the Province of Manitoba added to the Confederation, 1869.
July 16.—Massacre at Cawnpore of British residents, by order of Nana Sahib, 1857.
July 17.—Fort Michillimackinac surrendered to Captain Roberts, commanding a British force of 193 men, 1812.
Death of the Hon. J. C. Chapais, one of the Fathers of Confederation, 1885.
Federal Government decided to purchase the Canadian Eastern Railway, 1904.

THE EXPLORATION OF CANADA.

The following are some of the surveying trips which the Geological Survey staff of tht Canadian Geological Survey have mapped out for the present seaso.i:—

Mr. D. D. Cairns will delimit the coal-bearing rocks of the White Horse coal areas in the Yukon.

Mr. R. Graham will make a geological study of the Pacific Coast and inlets from Kingscombe Inlet northward, in continuation of the work which was done on the British Columbia Coast last season.

Mr. R. G. McConnell will examine the geological features of Texada Island, on the Pacific Coast, with special reference to ore deposits.

Mr. J. Keele, who was engaged in exploring the Continental divide, near the head of Pelly River, and wintered there, will this year explore the Mackenzie River slope of this basin.

Mr. W. W. Leach will continue his exploratory work in theBulkley Valley of British Columbia.

Mr. V. Steffanson has been sent north under the joint auspices of the American Museum of Natural Science and the Canadian Geological Survey, to the region about Coronation Gulf, on the Arctic, and will report on the geography and minerals of the district in question, as well as the conditions of Eskimo life in this remote quarter.

Mr. Owen O'Sullivan will complete this season his instrumental survey of the coast of Hudson Bay.

Mr. A. W. G. Wilson has gone to the Nepigon district to complete the work for a report with an accompanying map of this region.

Mr. John Macoun, the naturalist of the survey, will investigate the fungi which cause the rapid decay of mine timber in British Columbia. Mr. Macoun will also gather specimens of the flora and fauna of British Columbia for the Victoria Memorial Museum in Ottawa.

CANADA'S NEED FOR LABOURERS.

Mr. Burke, the Immigration Agent for the Province of Manitoba, stated recently that experienced farm labourers were again scarce, and he had many applications at the present time for help, which he could not fill. The situation was the same at the Dominion immigration office to which he had sent the farmers seeking labourers. Mr. Burke said that the estimate that 24,000 men and 5,000 women would be required to assist with this year's harvest in Manitoba was well within the mark with prospects as they are at present. At the present time he could easily place 5,000 women in situations, as he had numerous applications for female service which it was a hopeless task to attempt to meet.

In addition, during the remaining months of summer and autumn more men will be employed upon railway construction in Canada than at any previous period in the history of the Dominion. On that portion of the Grand Trunk Pacific line which runs eastward from Prince Rupert to the Copper River in British Columbia, 5,000 men are at work. This means the disbursement of several hundred thousand dollars per month in that district alone in wages and supplies. In Alberta, Saskatchewan, Manitoba, and Ontario, many more thousands of labourers, besides mechanics, civil engineers, and surveyors, are engaged in work which must be the means of causing an extensive circulation of money, which will do much to restore commercial activity even before the actual results of the anxiously expected bumper crop have become a factor in the business situation. In the eastern provinces there is also a large amount of railway work in hand, not wholly connected with the new transcontinental line. It may be admitted that the great majority of the rough work of tracklaying is done by foreigners, a large proportion of whom remit their earnings to the European Continent; but every year an increasing number of these men become acclimatised to Canadian conditions and settle down as good citizens, always able and willing to perform labour which the native-born Canadian and the British immigrant alike either despise or are unfitted for. If the Asiatic is to be barred, the admission of the Italian and the Galician becomes a necessity which no labour union can resent. In the building up of Canada and the provision of employment for the bulk of the population which is not employed in the staple industry of agriculture, the too often despised foreigner plays a part to which only the historian will give the proper place. The fact that, by whomever performed, this great volume of constructive work is going steadily should afford satisfaction to the capitalists, principally British, who have found the many millions necessary to develop the wonderful natural resources of the Dominion, but whose part in so doing is often as completely ignored as is that of the despised foreign platelayer.

THE QUEBEC BRIDGE REPORT.

The report of the Commission of Inquiry into the Quebec Bridge disaster has been issued in a form of which the Commissioners and the Government of Canada may well be proud, for it is not too much to say that the information which it contains will give it a prominent place in every important engineering library in the world. In this way the lessons of the error in design, which brought about the fall of this mighty structure, will be known to the world at large. There is but one opinion of the manner in which Mr. Henry Holgate, C.E., Mr. John G. G. Kerry, C.E., and Dean Galbraith, of the Faculty of Applied Science and Engineering, of Toronto University, have done their work, and the Dominion Government will be wise in making as general a distribution of their report and appendices as possible. In their findings the Commissioners point out that the professional knowledge of the present day concerning the action of steel columns under load is not sufficient to enable engineers to design economically such structures as the Quebec Bridge. A bridge of unquestionable safety can, however, be built to replace the one which now lies in the bed of the St. Lawrence River, and if the plans of the Dominion Government in this connection are carried out it will be carried out with as little delay as possible, so as not to delay the opening of the through service over the new Transcontinntal Railway. A set of thirty-seven drawings accompanies the report. These drawings can be seen at this office by any subscribers who care to inspect them.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO.

Ottawa.—The Mint is shortly to receive its first consignment of Yukon gold, to the value of $250,000.

——Since the Mint began operations on January 2 last, there has been struck silver coinage to a value of $314,148 and bronze coinage to a value of $15,343. At the same rate the production of the year would be: Silver $628,296, and bronze $30,487. The amount required to supply the country's demands last year was: Silver $666,732; bronze $39,862. These sums can easily be met if the mint is operated at full time.

Toronto.—The Board of Control has recommended to the City Council that $5,000 more should be granted to the Quebec Battlefields Park Fund.

——A new Industrial Building will be required for the Toronto Exhibition, so many are the applicants for space.

——Mr. T. W. Crothers, K.C., of St. Thomas, Ontario, has been appointed a member of the Board of Governors of the University of Toronto in succession to Mr. J. L. Englehart. The University Board of Governors has appointed Mr. A. G. Huntsman lecturer in biology and Mr. P. W. Muller lecturer in German. A resolution of thanks to Mr. E. C. Whitney, of Ottawa, was passed in appreciation of his presenting to the university library a valuable collection of works on Egypt and its antiquities.

St. Catherines.—The paper mill owned by the Lincoln Paper Company, situated on the old Welland Canal, has been totally destroyed by fire. The loss was estimated at $50,000.

Renfrew.—At a largely attended public meeting of citizens the date selected for the celebration of the fiftieth anniversary of the incorporation of Renfrew was July 27.

Guelph.—A by-law is to be voted upon to decide whether the city is to give $10,000 cash towards the erection of an addition to the provincial Winter Fair building.

Burk's Falls.—The Anglican church, two hotels, and many business houses and dwellings have been destroyed by fire. The loss runs into many thousands of dollars.

Niagara.—The troops encamped here number 6,065. This is the biggest camp since 1872. The troops in camp include all arms.

Fort William.—The following by-laws were passed by the City Council:—To raise $32,500 to provide for deficits occasioned by the sale of debentures below par; to issue debentures for $10,000 for an exhibition site; and to raise $95,000 to extend the Loch Lomond waterworks.

Port Arthur.—The total municipal expenditure of the city during 1907 was $260,816. The population increased by 3,000 during the year, and now amounts to 13,700.

North Toronto.—The total assessment of North Toronto for 1908 is $1,636,120, compared with $1,413,248 last year. The value of real property is put down at $1,586,200. The population is 3,565, an increase of 556 over last year.

West Toronto.—The Property Committee estimates of West Toronto for the present year total $25,818.

Collingwood.—The assessment for 1908 shows a general advance over that of last year, totalling $3,724,819. Of this, $1,033,197 represents land, $1,913,264 buildings, $251,856 business, and $26,300 income. Deducting exemptions, the net taxable property is $3,325,089, as compared with $2,799,282 in 1907.

Welland.—The Welland County Council has passed a by-law authorising the warden and treasurer to negotiate loans to cover the current expenses of the year. The county rate is 1 9-10 mills.

Brantford.—The memorial to Mr. Alexander Graham Bell, the inventor of the telephone, to be erected in this city, will take the form of a monument to be erected on a site bounded by West Wellington and King Streets, which will be acquired for $14.500.

Cornwall.—The work of repairing the break in the Cornwall Canal has been begun under the direction of Mr. Weller, Superintendent of the Welland Canal. A conference between the Hon. George P. Graham, Minister of Railways and Canals, Mr. Weller, and Mr. Carpenter, chief engineer of the N.Y.C. Railway Company, resulted in the adoption of a plan by which the channel of the canal will be switched north around the land pier of the Ontario and New York Railway. This will mean the excavation of a new channel by means of steam shovels. The Ontario and New York Railway will proceed at once with the rebuilding of the wrecked swing bridge. The cost of this alone will be over $50,000.

Belleville.—Mr. J. Collings, B.A., principal of the Cobourg Collegiate Institute, has been appointed principal of the Belleville High School, at a salary of $1,600 per annum. Mr. Collings is an honour graduate of the University of Toronto, and has been principal of the Napanee and Lindsay High Schools.

QUEBEC.

Quebec.—Under examination before a Special Parliamentary Committee at Ottawa, the Hon. S. N. Parent, President of the Quebec Bridge Company, declared that it would be impossible for the company to go ahead with the enterprise without more funds, owing to the disaster of August last, and the clause in the legislation of 1903 which gave to the Government power to take over the work at any time.

——Forest fires are reported to have devastated a large section in the country in the Lake St. John region at present.

Montreal.—Earl Grey is showing his interest in the Men's Own Brotherhood in Calvary Congregational Church by offering, if the Brotherhood will establish a circulating library, to donate the first $50 towards the fund, on condition that at least $200 more be raised for that purpose. His Excellency suggested that Professor Colby and Dr. Macphail should select the books, and those gentlemen have expressed their willingness to do so. The members of the Brotherhood are very enthusiastic over the suggestion, and the fund is rapidly mounting up.

——The monument to the Hon. John Young, the work of Philippe Hebert, is now complete, and will shortly be unveiled. The inscription on the monument reads: "Hon. John Young, 1811-1878.—Through whose foresight, public spirit, and energy Montreal has become the national port of Canada."

Three Rivers.—Sir Lomer Gouin, the Premier, accompanied by the Hon. Rodolphe Roy, the Provincial Secretary, has visited this city to inspect the damage done by the recent disastrous fire. The Premier assured the Mayor that the Cabinet had decided that Government aid should be rendered to the city. It was first of all desired, however, to know the exact loss due to the conflagration, what the amount of insurance would be, and what per cent. of the total loss the insurance represented. A total loan of $1,500,000 will, it is expected, be made by the Government. The Mayor has stated that the people will want no other outside aid, and that within two years' time they will have built for themselves a new city, with broader streets, and far more handsome in every respect than the old one which has been wiped out.

NOVA SCOTIA.

Halifax.—A conference has taken place between Sir Sandford Fleming and the city authorities as to the conditions upon which Sir Sandford would present to the city some eighty acres of his holding in the Western Arm. Sir Sandford practically stated that the offer was conditional on the erection by the city of a tower 100ft. high, and to cost $20,000, in commemoration of the 150th anniversary of the establishment of parliamentary institutions in Nova Scotia, of the birth of the Hon. Joseph Howe, the founding of Halifax, and other important events of local interest. Mr. Crosby, the Mayor, expressed gratitude for the gift, and said the province might contribute a portion of the cost of the tower.

——Halifax has recently celebrated the 159th anniversary of its foundation. A public holiday was observed.

——The Dental Association of Nova Scotia has established the Maritime Dental College here The college will occupy a part of the south wing of the Dalhousie University building.

——The Municipal Council of King's County have passed an ordinance prohibiting the use of motor cars on Thursdays, Saturdays, and Sundays, with a penalty of $50 for a first, $100 for a second, and $200 for a third, offence. This is the result of legislation at the last session conferring on the county power to regulate or prohibit the use of automobiles.

Louisburg.—While the catch of spring mackerel has been the best here for years, the catch of codfish is very much below that of last year. Lobster fishermen are doing fairly well.

Sydney.—The Dominion Iron and Steel Company's plant is running a twenty-four hours' shift, with every labourer available. The output for 1908 is expected to double that of any previous year. Three steamers are expected shortly to load rails for lake points for the Canadian Pacific, Northern, and National Transcontinental Railways.

Wolfville.—Work has been begun on the Carnegie Science building of Acadia University.

NEW BRUNSWICK.

Fredericton.—The new plan for fish, game, and forest protection in New Brunswick has now been completed. The province is now divided into four sections, with a warden in charge of each section, he to be responsible to the Surveyor-General. The wardens will receive $800 a year salary and will be required to devote their whole time to the duties of the position.

St. John.—The steamer *Aberdeen* has been burned to the water's edge at Cole's Island, in the St. John River. The crew, nine in all, were saved. The *Aberdeen* was valued at $10,000 by her owners and insured for about $3,000.

Bathurst.—The Canadian Geological Survey will undertake this year an examination of the mineral deposits in the vicinity of this place. Dr. G. A. Young, of Ottawa, will be in charge of the party, which will consist of six or more members.

Moncton.—The rails of the Government portion of the Grand Trunk Pacific Railway have been laid into Moncton. Work on this division of the Transcontinental is going ahead rapidly.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

PRINCE EDWARD ISLAND.

Charlottetown.—A further step has been taken in testing the Anti-Automobile Act, passed at the last session of the Legislature. Some automobile owners recently took a spin about the city and suburbs, announcing their intention beforehand of so doing. Upon their being summoned the Stipendiary fined them each $500 and costs. Their lawyers applied for certiorari to quash conviction, on the ground that its Act is ultra vires of the Provincial Legislature. The case comes before the Supreme Court this month.

—Fire has destroyed the premises of Messrs. Jenkins and Son, one of the biggest grocery firms in the city.

MANITOBA.

—❋—

Winnipeg.—The civic expenditures during the last fiscal year, exclusive of capital account, amounted to $2,093,331.

——The Hon. A. C. Rutherford, Premier of Alberta, will open the Winnipeg Fair on July 14.

——The control of the Government telephone system is now vested in the recently appointed commission, and all of the staff have been transferred.

Portage La Prairie.—The gross assessment of this city for the present year is $4,285,442, an increase of $900,000. There is exempted property to the value of $300,000. The population of the city is 6,069.

——Mr. W. E. Skinner, electrician, of Winnipeg, who was called in to make a valuation of the Central Electrical Company's plant, with a view to the purchase of the same by the city, has estimated the plant as worth $42,391. The additional cost of making the plant up to date and of raising it to a capacity of 400 ampères was estimated at $40,486. A motion forming a basis of contract with the company has been passed by the City Council, and a by-law for the granting of $100,000 toward the contemplated purchase is proposed.

St. Boniface.—The total net assessment this year is $7,809,628, as compared with $7,547,322 of 1907.

SASKATCHEWAN.

—❋—

Regina.—An Act of considerable importance, passed at the recently-ended session, was the new Elections Act, which provides for increased representation in the Legislature, the number of constituencies having been increased from 25 to 41. The Act also provides for the mode of electing representatives.

Nokomis.—At a meeting of the ratepayers the overseer was instructed to proceed with the necessary steps to secure incorporation of the village of Nokomis as a town municipality. A committee has been appointed to assist the overseer in the selection and purchase of a chemical engine. A new school, thoroughly up to date and estimated to cost $10,000, is to be built. The assessment for the school district amounts to over $400,000.

Grand Rapids.—The *Alberta* recently ran the Grand Rapids of the Saskatchewan, being the first steamer to essay the trip. The descent began at 8.35 in the morning, and thirty minutes later the run of seven miles was completed, with only slight damage to the bottom of the vessel. The ride down the Rapids was a most thrilling experience, and will not easily be forgotten by those who made it.

Saskatoon.—The Board of Trade of Saskatoon took the opportunity afforded by the entrance into the city of the Kirkella extension of the Canadian Pacific Railway to invite the business men of Winnipeg to visit the city. The opening of this new line for traffic is in itself an event of great importance to Saskatoon. But without this road Saskatoon has developed at a very remarkable pace. Only seven years ago its population was little more than 200 souls; to-day it is over 6,000. One retail store in Saskatoon last year had a turnover of $432,000, and another of $237,000. These businesses have been built up in five or six years.

ALBERTA.

—❋—

Edmonton.—The Dominion Central Committee of the Quebec Battlefields Association has been notified by the Hon. A. C. Rutherford, the Premier of Alberta, that the Provincial Government has made a grant of $10,000 to the fund for the nationalisation of the Quebec battlefields.

——Another successful year in the working of the city's municipal undertakings is reported. The operation of the electric light and power system has produced a surplus for 1907 of $18,927, which, added to the $19,100 brought forward from 1906, makes a surplus of $38,000 standing to the credit of the operation of the system. The working of the telephone system shows a deficit, but as there was a surplus of over $7,000 from 1906, there is still a net profit of $3,682. The water system shows a net surplus of $2,658, and has thus turned the corner. It has up to now been worked at a loss.

——Edmonton will exhibit gold from the Saskatchewan River among its natural resources at the Dominion Fair, Calgary. Other natural resources from the district to be exhibited are tar, coal, iron ore, soils, brick, timber, and stone.

Calgary.—The total number of live stock entries for the Dominion Fair here amount to 1,278. The entries were more than the management had expected.

——The military camp for Alberta, which was held here, has concluded.

Saskatoon.—A transaction has been arranged by which $67,500 debentures of this town were awarded to Messrs. Æmilius Jarvis and Co. The issue was composed of waterworks, sewerage, electric light, and hospital debentures. The price received for fifty-year bonds was 84, and for twenty-year bonds 90.

BRITISH COLUMBIA.

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Victoria.—Mr. W. Fleet Robertson, the Provincial Mineralogist, is now en route for the new placer strike in the Findlay River district. The discovery was made on McConnell Creek, which runs into the Ingenika River from the north, which in turn is a tributary to the Findlay, joining that stream a few miles above Fort Grahame. Mr. Robertson's object in going there is to examine into the extent and value of the reported discoveries of placer gold. If the diggings turn out well a demand is sure to be made on the Government for expenditure in the way of roads and trails, and first-hand information regarding a district will be necessary.

——Work has been begun upon the construction of the Canadian Pacific Railway steel bridges across the Nanaimo and Chemainus Rivers. The bridge across the Cowichan River at Duncan will not be replaced with a steel structure this year, as was originally planned.

——The new British Columbia fishing regulations include the following:—Fishery licences will only be granted to British subjects who reside in the province; no new cannery or curing establishment can commence operations without a permit obtained from the Minister of Marine and Fisheries; existing canneries must secure a licence, costing $50 per annum; a permit for a new establishment will only be issued after a favourable report as to its sanitary conditions. The regulations also include a number of rules as to the size of the fish to be taken, the close times, and the price of licences. In addition none but British subjects will be licensed as boat-pullers, but owing to the fact that northern canners had made arrangements, prior to the promulgation of the regulations, to employ aliens this year, the Government did not insist on the observance of the law in that section. On the Fraser River, however, the canners have not yet completed their arrangements for fishing, and the Government notice has been given in sufficient time to prevent any hardship.

——Much damage has been done recently by fires in the city. On one occasion a box factory, a cigar store, and several other buildings were destroyed, the damage being $50,000.

Vancouver.—On the occasion of the first outing of the season of the Vancouver Mountaineering Club the members of the club ascended Grouse Mountain. On Dominion Day the club arranged to ascend Crown Mountain.

——The premises of the Empress Manufacturing Company have been burnt down, with a loss to the company of nearly $70,000, and with insurance of $42,000.

——The record for the entrance of Chinese at the port of Vancouver since the head tax was increased from $100 to $500 was broken in May, when 243 Chinamen passed the examination of the immigration authorities.

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Obituary.

The deaths of the following are announced:—

Mr. George Olds, general traffic manager of the Canadian Pacific Railway from 1886 to 1895, when he retired.

Mr. T. B. Winsiow, Secretary of the Department of Public Works of New Brunswick for the past forty years. He was sixty-nine years of age.

VICTORIA, B.C.——
. . CANADA.

The Tourists' Paradise.

THE MOST DELIGHTFUL AND HEALTHY HOLIDAY RESORT IN CANADA.

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TOURIST ASSOCIATION.

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TRADE NOTES.

[*Canadian Patent Agents handling valuable Inventions which they consider will be of use in Great Britain should communicate with us.*]

The action of the Montreal Harbour Commissioners in purchasing 30,000 barrels of cement from Belgium was criticised in the House of Commons. Both Mr. Brodeur, the Minister of Marine, and Mr. Fielding, the Minister of Finance, defended their action, the latter remarking that the Commissioners as business men bought in the cheapest market.

Mr. J. A. Chesley, Canada's trade commissioner in South Africa, reports that Canadian flour is making great headway in that part of the world, and the superfine brand made from western wheat is rapidly replacing Australian flour made from softer varieties. During 1907, Canada's export to South Africa showed a large increase, and in the same period, there was a heavy decrease in the importation from the United States.

Dr. Tory, the president of the newly formed University of Alberta, upon his return to Edmonton, said that he had expected to find it necessary to proceed to London, England, for supplies, but while in Montreal he met the representative of some of the largest English scientific equipment houses and sufficiently large orders were placed to meet the requirements of the university in its first year. The equipment will be placed largely in the physics department to meet the momentary requirement for elementary courses in arts and practical science.

The following board of directors was elected at the annual meeting of the Canada Tin Plate and Sheet Steel Co., which recently commenced operations at Morrisburg, Ontario: S. M. Brookfield, Halifax, N.S.; Hon. Clifford Sifton, Ottawa; W. J. Paupare, Montreal; G. H. Meldrum, Morrisburg; John Bain, J. W. Woods, Ottawa; W. P. Bull, Toronto.

Imports into Canada for the month of May are reported at $23,424,000, a decrease, compared with May, 1907, of $11,382,000. For the first two months of the fiscal year, April and May, the imports were $43,626,293, a decrease of $19,516,234. The exports of Canadian produce for May were $13,906,472, a decrease of $2,998,585, and the exports of foreign produce $550,921, a decrease of $1,082,689. Exports of Canadian produce for the months of April and May were $24,201,300, a decrease of $2,455,606, and the exports of foreign produce $1,025,071, a decrease of $3,247,372, of which $2,953,028 was made up of coin and bullion. The May exports of domestic produce for 1907 and 1908 were as follows:—

The mine	$3,532,094	$2,709,509
The fisheries	613,171	559,984
The forest	2,632,976	2,157,746
Animals and their produce	2,935,634	2,293,340
Agriculture	4,931,318	3,966,020
Manufactures	2,253,634	2,213,150
Miscellaneous	6,230	6,723
	$16,905,057	$13,906,472

A shipment of about 12,000 cases of canned lobsters was made from Halifax for England last week valued at over $160,000. The lobster catch on the coast of the maritime provinces has been exceptionally good lately, both in quantity and size.

At the annual meeting of the wholesale grocers of the Dominion, held in Montreal, the following officers were elected: President, Mr. L. E. Geoffrion, Montreal; vice-presidents for the various provinces: Ontario, Mr. Hugh Blain, Toronto; Manitoba, Mr. Kenneth Mackenzie, Winnipeg; Alberta, Mr. E. H. Teller, Edmonton; British Columbia, Mr. Percy Wollaston, Victoria; Quebec, Mr. L. A. Carrier, Quebec; Nova Scotia, Mr. H. G. Bauld, Halifax; New Brunswick, Mr. W. E. Cross, St. John; Prince Edward Island, Mr. W. H. Aitken, Charlottetown; secretary-treasurer, Mr. J. Stânley Cook, Board of Trade, Montreal. It was decided to change the name to Canada Grocers' Exchange, and to hold the next annual meeting in Victoria in June, 1909.

The improvements made in the waterworks system of St. John, N.B., has induced the underwriters to promise a reduction in the insurance rates levied in the city.

ANSWERS TO TRADE CORRESPONDENTS.

P. T. (Dudley).—The duty under the Canadian general tariff on steel rails coming into Canada is $7 per ton. During the fiscal year ending 1906, the Algoma Steel Co., of Sault Ste. Marie, Ontario, received a bounty of $167,420 on pig-iron, and $367,770 on steel ingots. The Dominion Iron and Steel Co., of Nova Scotia, for the same year, received $246,353 on pig-iron, $408,571 on steel ingots, and $302,413 on manufactures of steel. The capacity of the Sault Ste. Marie rail mills is five hundred tons per day. The capacity of the mills at Sydney, N.S., is over 1,000 tons per day.

ST. KILDA SHEEP FOR CANADA.

Four peculiar looking animals have been sent by Professor Cossar Ewart, Duddingston Castle, to Canada. They were Soa sheep—a type which is found in St. Kilda—and belong to a breed which was in Great Britain when the Romans came. Nearly all the remains of sheep found in Roman camps, such as Barrhill and Newstead, belonged to this Soa race, which was probably the only type of sheep in Britain at the beginning of the first century. Those which have been at Duddingston Castle came from Dunvegan Castle, Skye, and are being sent to a big sheep farm in Ontario as an example of the old British breed. They have been used at Duddingston in connection with Mendelian experiments. Three of the four sheep are this year's lambs, and the other is a two-year-old. The males have four horns and the females are hornless. —*Glasgow Herald.*

TRADE ENQUIRIES.

From Canadian Trade Commissioner's Office, Birmingham.

The following inquiries have been received from Canada:—

30.—For brass and copper tubes.
31.—For lead.
32.—A Canadian commission agent wishes to represent a manufacturer of cutlery.
33.—For shippers of zinc and spelter.
34.—For fancy leather goods.
35.—For the purchase of agricultural motors.
36.—For buyers of apples.
37.—For the purchase of sheep casings.
38.—For buyers of salmon, hops, and oils.
39.—For buyers of mica.

CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

A. F. Duclos (McIntyre, Sons and Co., Montreal)—Hotel Cecil.
E. C. Campbell (John Macdonald and Co., Ltd., Toronto)—Hotel Cecil.
John Piercy (The Piercy-Morris Co., Prince Rupert, B.C.)—17, Aldersgate Street, E.C.
R E. McDougall (The Gault Bros. Co., Ltd., Montreal)—17, Aldersgate Street, E.C.
J. M. Alexander (S. F. McKinnon and Co., Ltd., Toronto)—35, Milk Street, E.C.
E. B. Wallace, H. Walker, and R. D. Anderson (Greenshields, Ltd., Montreal)—Hotel Cecil.
Hubert H. Hollier (The C. Ross Co., Ltd., Ottawa)—18-20, Noble Street, E.C.
A. E. Emery (The Robt. Simpson Co., Ltd., Toronto)—13-14, St. Paul's Churchyard.

BRADFORD.

W. L. Robson (Manchester, Robertson, and Allison, Ltd., St. John, N.B.)—Midland Hotel.
J. L. Murray (Smallman and Ingram, Ltd., London, Ont.)—Midland Hotel.
A. Robinson (McLaren and Co., Ltd., St. Catharines, Ont.)—Midland Hotel.
N. McFadyen (Fitzgibbon, Schafheitlin and Co., Montreal)—Victoria Hotel.

MANCHESTER.

T P. Williams (Greenshields, Ltd., Montreal)—Midland Hotel.
F. W. Tisdale and J. W. Milne (John Macdonald and Co., Ltd., Toronto)—Midland Hotel.
A. Branscombe (Manchester, Robertson, and Allison, Ltd., St. John, N.B.)—Midland Hotel.
H. Duverger (Geo. H. Kees, Sons and Co., Ltd., Montreal)—Midland Hotel.
M. Fitzgibbon (Fitzgibbon, Schafheitlin and Co., Montreal)—Queen's Hotel.
S. H. Bethune (The Gault Bros. Co., Ltd., Montreal)—Queen's Hotel.
A. McDougall (A. McDougall and Co., Ltd., Montreal)—Midland Hotel.
F. J. Rutherford (Thomas C. Watkins, Hamilton)—Midland Hotel.
Robt. Wright (Robt. Wright and Co., Brockville, Ont.)—Midland Hotel.
H. McCombie (Jas. A. Ogilvy and Sons, Montreal)—Midland Hotel.
H. B. Bristol (A. Bristol and Son, Picton, Ont.)—Grand Hotel.

Canadian Government TRADE COMMISSIONER SERVICE IN GREAT BRITAIN.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in Great Britain:—

P. B. BALL, Room 39 and 40, Central House, Birmingham.

J. B. JACKSON, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Sun Buildings, Clare Street, Bristol.

Commissioners and Agencies have also been established in various other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

Japan, China, and Corea—
W. T. R. PRESTON, Club Hotel, Yokohama.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

China—
ALEX. MAGLEAN, c/o H.B.M. Consul, General, Shanghai, China.

Mexico—
A. W. DONLY, Rebeldes No. 6 Mexico, D.F., Mexico

Newfoundland—
E. D. ARNAUD, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

West Indies—
E. H. S. FLOOD. Barbadoes.
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada to British and Foreign Importers or Exporters without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

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Railways, Shipping, and Commerce.

RAILWAYS.

Mr. F. W. Morse, vice-president and general manager of the Grand Trunk Pacific Railway, is about to go over the proposed route of the railway from Edmonton to Prince Rupert. The 800-mile journey will be accomplished in canoes and on horseback, according to the character of the country to be traversed. Mr. Morse will be accompanied by Mr. Van Arsdal, chief engineer of the western division, and a party of other officials from Montreal. Mr. C. M. Hays, president of the Grank Trunk Pacific, plans to meet Mr. Morse at Prince Rupert at the conclusion of the latter's overland trip, when the actual territory to be traversed will be definitely decided upon.

Mr. W. E. Davis, passenger traffic manager of the Grand Trunk Railway, has been presented by the members of the New England Passenger Association with a solid silver loving cup.

In the House of Commons at Ottawa the Government Bill opening an additional 28 millions of acres in Alberta and Saskatchewan for settlement by homesteaders, and allowing each homesteader to pre-empt an additional 160 acres at 12s. an acre, has passed the second reading. Mr. Oliver, Minister of the Interior, said that part of the revenue so derived would be funded to provide for the construction of the Hudson Bay Railway to Fort Churchill. The estimated cost of the line of 500 miles is £3,000,000. The intention of the Government is to secure speedy construction of the railway.

Replying to a question in the House of Commons, the Hon. G. P. Graham, Minister of Railways, stated that the National Transcontinental Commission had given contracts for over 170,000 tons of steel rails to the Dominion Iron and Steel Company at prices varying from $34 to $37.60, and of 21,000 tons to the Algoma Steel Company at $40 per ton.

Another link was added to the railway system of Canada by the formal opening on Dominion Day of the new line of the Canadian Northern Railway. By the completion of the line from Toronto to Sudbury viâ Parry Sound, one more direct route from Toronto to the great West has been established, the rich mineral deposits in the North have been rendered accessible, and an extensive territory full of beautiful scenery, with excellent hunting and unlimited fishing, has been opened up.

SHIPPING.

In explaining the effect of the new Order in Council which curtails the privileges which United States vessels have hitherto enjoyed in the coasting trade on the Canadian Pacific coast, Mr. Paterson, Minister of Customs, said the Order will enable United States vessels to call at Vancouver or Victoria and pick up freight for Northern British Columbia, and Yukon points, but they will not be permitted to take goods in transit from one Canadian port to another Canadian port. Such freight must be carried from August 1 exclusively in British bottoms.

At the Dominion Coal Company's wharf at Sydney, N.S., recently, the steamer *Ocean* came under the chutes at 6.40 p.m. and at 11.50 the same evening the vessel sailed with 6,552 tons of cargo. During this time three other boats were partly loaded, the total quantity going through the chutes being 8,443 tons. During the first hour 2,150 tons of coal was dumped into the hold of the *Ocean*.

The port authorities of Halifax, N.S., are urging the Dominion Government to provide a more modern steamship to do the work in connection with the immigration and quarantine service than the *Argus*, now in use, which was condemned as unsuitable three years since.

The subsidy for carrying the mails to Hong Kong via Canada has been reduced from £70,000 to £45,000 per annum. The British Government has reduced its contribution to £20,000, and the Dominion Government will contribute £25,000 instead of £10,000.

The Richelieu and Ontario Company has made elaborate preparations to handle the extra tourist traffic on the St. Lawrence during the Tercentenary celebrations. The steamships *Quebec* and *Montreal*, which run between the two ports after which they are named, can each accommodate nearly 1,000 passengers, and are really magnificent floating hotels.

TRADE PERSONALS.

Mr. D. W. Clark, of Toronto, representing Messrs. T. W. Smith, wire rope manufacturers, of Newcastle, is visiting the Pacific coast and principal towns en route.

Mr. R. C. Howard and Mr. Robert Mitchell, of the distillery firms of Messrs. Mitchell Bros., Glasgow, and Mitchell and Co., Belfast, have returned from a business tour through Canada. Messrs. Laporte, Martin, and Co., of Montreal, are their representatives in the Dominion.

THE CANADIAN WEST via THE GRAND TRUNK RAILWAY.

Last month the Grand Trunk Railway took an initial step towards increasing its passenger traffic to the Canadian North-West by bringing its rates for second-class tickets to the lowest current fare by any other route to certain points. For a long time past the Grand Trunk Railway had been carrying first-class passengers West at rates to meet those of the Canadian Pacific Railway, but it had made little effort to get after the settlers' business. As the Grand Trunk has a double track to Chicago from Montreal, Toronto, Hamilton, Brantford, Woodstock, Ingersoll, London, and other principal stations in Quebec and Ontario, it is expected that many passengers will prefer to travel by way of Chicago. In addition to this advantage, the Grand Trunk will connect at Chicago and offer the choice of seven lines between Chicago, St. Paul, and Minneapolis. North of St. Paul and Minneapolis a choice of three lines will be available. Visitors from the United Kingdom who intend to travel through the Canadian West, by booking viâ the Grand Trunk Railway system, are enabled, after visiting Quebec, Montreal, Toronto, and Niagara Falls, to stop over at Chicago, St. Paul, Minneapolis, and other large American cities which the desert Canadian Pacific Railway route to the West from Quebec and Montreal do not touch.

MAIL STEAMERS USING BELLE-ISLE ROUTE.

The mail steamers which leave Liverpool every Friday afternoon are now using the route to Quebec viâ the Straits of Belleisle between Labrador and Newfoundland, which shortens the distance by nearly 200 knots; the mails are landed at Rimouski, 150 miles below Quebec. During the last two months, before the Belleisle route was free of ice, when the steamers went viâ Cape Race, the mails were landed at North Sydney, N.S., a distance of 988 miles from Montreal. This experiment is generally considered to have been a successful one, for though it has caused a loss of a few hours in the arrival of the vessels at Quebec and Montreal, it has accelerated the delivery of mail matter.

The distance from Liverpool to Quebec viâ the Straits of Belleisle is 2,620 knots, and viâ Cape Race 2,792 knots, according to the average course taken by the Allan mail steamers. The distance from Liverpool to Halifax is 2,545 knots, and to New York 3,050 knots. The record passage so far made on the Liverpool-Quebec route viâ Belleisle is 5 days 23 hours 40 minutes.

RECENT FUR SALES.

The quarterly fur sales in London show that trade has been fair throughout Germany, Russia, and France, and prospects of better trade in Canada and the United States are evident. The home trade is, however, still very quiet. The higher prices to which skunk was forced up to last year are now proved to be unwarranted, and a decline of 15 per cent. is recorded, and baum marten and stone marten 10 per cent. Salted fur seals fell about 15 per cent., but a small parcel of South Sea skins realised good prices. Raccoon were taken for the Continent and Canada at about 10 per cent. decline. Bear and beaver skins maintained last values, but wolf were 20 per cent. cheaper. Others were rather slow and sold at 15 per cent. decline, but lynx and fisher realised last sale's rates. Musquash skins were a very large offering and finished about 10 per cent. easier. Germany was the chief buyer, France and Russia taking a share. Cross fox were in request and rose 10 per cent.

EXPANSION OF THE CANADIAN EXPRESS CO.

The expansion of the Canadian Express Co. is being shown in many way not the least striking, of which is the necessity for the enlargement of office space. The accompanying illustration shows the huge new block which has been built for the better accommodation

THE NEW OFFICES OF THE CANADIAN EXPRESS CO. IN MONTREAL.

of the staff of the company in McGill Street, Montreal. The building is immediately opposite the huge offices of the Grand Trunk Railway System. The Canadian Express Co. and the Grand Trunk Pacific, which has taken offices in the block, will occupy between them practically the whole of the building.

RAPID MAIL DELIVERY FROM CANADA.

Winnipeg journals dated Saturday, June 20, and Montreal and Toronto papers printed on Monday afternoon, June 22, were delivered to the office of *CANADA*, on Monday, June 29. They came by the *Kaiser Wilhelm II*, which left New York on Tuesday afternoon, June 23, and arrived at Southampton early the following Monday. The average time occupied in the delivery of mails from Canada viâ New York and landed at Southampton is less than that taken either by the weekly direct mail from a Canadian port to Liverpool, or by the New York steamers which land their mails at Queenstown; only the *Lusitania* and *Mauretania* successfully overcome the handicap which favours the swift German steamships, which proceed direct from New York to Southampton. It is to be noted that, at present, mails for the United Kingdom are made up in the principal Canadian centres six times a week, four of which are sent viâ New York. The United States Postmaster-General is in the happy position of being able to select a weekly list of the fastest steamships of any European line in the port, and to send mails by them upon the payment by weight basis. It is, however, to be remembered that it is the subsidies paid by the British, German and French Governments to ensure regular sailings of fast steamers from this side which make this action of the American postal authorities possible. Another factor in the situation which deserves the consideration of the promoters of the 25 knot "All Red" route is the naturally far greater bulk of the ordisary passenger traffic which enters and leaves the principal port of the United States, which helps to pay the enormously increased operating expenses of vessels like the champion Cunarders and German boats, as compared with the 17-knot steamships which carry the mails on the direct Canadian route.

As a sign of improving trade it is to be noted that the Bessemer steel, bloom and rail mills at Sault Ste. Marie, which have been shut down for some time, have resumed work.

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Head Office, The Traders Bank of Canada, Toronto.
The highest commercial building in the British Empire.

THE TRADERS BANK OF CANADA

(Incorporated 1885).

Head Office: TORONTO.

Capital Paid Up - - - - -	$4,350,000
Reserve Fund - - - - -	$2,000,000
Deposits - - - - - -	$23,000,000
Total Assets - - - - - -	$33,000,000

Agents in Great Britain: THE NATIONAL BANK OF SCOTLAND, LTD.

Funds deposited at any Branch of the National Bank of Scotland, Limited, can be transferred to any Branch of the Traders Bank of Canada.

A GENERAL BANKING BUSINESS TRANSACTED.

SAVINGS BANK DEPARTMENT.—Interest allowed on Balances.

PORT ARTHUR.

PORT ARTHUR is the leading City of Canada in Municipal Ownership—owns and operates its own Electric Railway, Electric Light, Telephone, Exchange and Waterworks. Offers unusual advantages to the Capitalist, Manufacturer, and Miner.

Operation of its franchises has reduced rate of taxation to 15 mills in the dollar (fourpence in the pound) on low assessment.

Extensive Lumbering and Smelting Works located in Port Arthur. Splendid transportation facilities by lake or rail.

For further information address—

F. D. JACKSON,
Sec. Board of Trade,
Port Arthur, Ont., Canada.

FORT WILLIAM.

VALUABLE REAL ESTATE FOR SALE

We solicit correspondence with Investors for Sale of a Subdivision of the

CITY OF FORT WILLIAM, Ontario, Canada,
comprising
537 CHOICE CITY LOTS,

conveniently located to large Industrial Works, three transcontinental Railroads, Tramways, &c. Streets graded; Waterworks extension through the property; will make large profits for purchasers at present prices. We will send maps and full particulars on request. For reference: Bank of Montreal and Dominion Bank, Fort William.

Address all communications to

YOUNG & LILLIE, Investment Brokers,
Fort William, Ontario, Canada.

To Manufacturers, Jobbers & Investors

PORT ARTHUR, Head of Lake Navigation. Best manufacturing and distributing point in Canada for goods intended for consumption in the West, whose population is likely to increase to 30 millions by 1950. Port Arthur has three transcontinental railways; unlimited hydro electric power selling at 5 per h.p. per annum. City's population, 1904, 4,000; to-day, 14,000.

Real Estate Investments safe and highly profitable. Freehold Land within five miles of city centre at from three to ten dollars per acre.

Reference, London Agency any Canadian Bank.

R. A. RUTTAN,
PORT ARTHUR, Ontario, Canada.
(BUSINESS ESTABLISHED 1880.)

MINERAL LANDS.

District of Great Possibilities.

We have for Sale Iron Lands, Gold, Copper, and Sulphur Claims, which can be purchased at a reasonable price.

J. L. DAVIDSON,
502, Victoria Avenue,
FORT WILLIAM, Ont.

THE BANK OF TORONTO.

Head Office—TORONTO, CANADA.

Capital	$4,000,000
Reserve Fund	$4,500,000

74 Branches throughout Canada.

London Agents:—The London City and Midland Bank, Limited.

Collections made on best terms and proceeds promptly remitted.

Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

Canadian Professional Directory.

Chartered Accountants.

WINNIPEG—
EDWARDS & RONALD, 20, Canada Life Buildings.
W. A. HENDERSON, 341, Main Street.
Mr. D. A. PENDER, 56-57, Merchants Bank Buildings.

Bond and Investment Brokers.

TORONTO—
BAILLIE, WOOD & CROFT, 42, King Street West.
G. A. STIMSON & CO., 16, King Street West.

THE
Dominion Securities
CORPORATION, LIMITED.

CAPITAL PAID UP	$1,000,000
RESERVE FUND	$500,000

CANADIAN
Municipal and Corporation
BONDS.

TORONTO ... ... 26, King Street East.
LONDON ... ... 67, Cornhill, E.C.
J. A. GROVE, Manager.

Subscribers who take an interest in *Canada* and who would like their friends to see the Journal are invited to communicate with the Editor. If the addresses of friends are supplied we will gladly forward specimen copies.

Anyone who pays a visit to Canada cannot afford to return without having visited, for at least a short time, the wonderful FALLS OF NIAGARA. The Clifton Hotel, Niagara Falls, publishes a very well-illustrated booklet, containing interesting views of the Falls themselves, and also of the accommodation that may be obtained on the Canadian side. Any of our readers who wish to do so may obtain this booklet by sending one penny stamp for postage to the Publisher of "*Canada*."

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Canadian Finance.

(From Our Own Correspondent.) TORONTO.

Although the markets in Canada seem in for a spell of quietude, the bright crop prospects have produced a feeling of general optimism, as it is recognised that should the harvest fulfil present expectations there will be a recovery in confidence, and a general revival of trade. In the meanwhile, following closely upon the passing of its dividend by the Nova Scotia Steel Co., comes the announcement that the Montreal Steel Works has reduced its July dividend from 2½ per cent. to 2 per cent. On the other hand it is worth noting that the Lake Superior Corporation has re-opened its open hearth, bloom and rail mills, after having been shut down for several months. Reference is made below to the attitude of certain banks in the matter of call loans, an attitude which has aroused a good deal of criticism amongst Toronto financial interests. It is understood that the Central Railway of Canada is likely to be shortly launched in London. British investors will do well to study this concern very closely. It is stated that an issue of Calgary 4½ per cent. bonds is to be made almost immediately, under the same auspices as placed the Manitoba Telephone Debentures. Penmans are also about to make an issue of Preference shares, and it is said that one of the leading and oldest established industrial companies in the Dominion is raising further capital. Each of these issues will be made in London.

The Bank Statement.

The monthly bank statement shows a further improvement in the position of the Canadian banks. Whilst there has been a decline of about $2,000,000 in the deposits on the month, chiefly due to decreases abroad, loans are altogether down about $4,000,000, so that the net gain is substantial. It is worth noting that whilst compared with the same period of 1907, deposits have declined $53,000,000, the shrinkage in loans during the same period is over $62,000,000, showing a movement in favour of the banks of practically $30,000,000. Circulation stands at $67,770,018, or $1,057,119 up on the month, but nearly $3,000,000 down on the year.

A Big Consolidation Scheme.

It is reported that the many Drummond interests in this country are to be amalgamated into one big company. It is understood that whilst the Messrs. Drummond will not part with their properties, British capitalists are likely to play an important part in the consolidation of the various businesses and properties which are situated at Annapolis, Fort William, Bathurst, Drummondville, Maro, Hamilton, Three Rivers, St. Thomas, Londonderry, Midland, Radnor, Forges, etc.

Bankers and Call Loans.

Whilst prepared to grant that bankers are, as a rule, pursuing a general policy in the matter of call loans, which is prudent, a contemporary thinks that the manner in which some institutions have cut down their accommodation to the brokers has been extremely drastic, "and seems hardly fair to the financial community." It cites the case of one bank which has curtailed its call loans in Canada from $5,152,088 in May, 1907, to $1,895,694 in May, 1908. Another has cut its advances on call in half, whilst two others have notably reduced their accommodation to brokers.

The Brokers' Point of View.

The writer in the *Financial Post* considers that whilst a banking institution has a right to conduct its business in its own way, it should not show any inequity. At present brokers here who cannot secure call loans from Toronto branches are obtaining them through their agents in Montreal at the Montreal offices. It is claimed that Toronto is an excellent contributor of deposits, and that no bank has ever lost money through its brokers.

MONTREAL.

Messrs. Burnett, in their weekly letter, referring to the annual meeting of the Dominion Iron and Steel Company, observed that the "feeling was very strong in approval of the action of the board in refusing to settle on the terms offered by the Dominion Coal Company. Authority was given at the meeting to issue $20,000,000 5 per cent. consolidated bonds; $9,000,000 odd to be held to redeem existing issues, $5,000,000 to be held in treasury for future requirements, and the balance to be sold to pay off floating debit, etc. There was also authority given to issue $5,000,000 more common stock, but the president stated that they had no immediate intention of issuing this. In our letter of June 18, we stated that even with the increased cost of coal they showed $121,000 over the preferred dividend. The figures we used to arrive at this, however, include the $250,000 which they had to pay to redeem the second mortgage bonds which matured in April, so that their surplus profits, after providing for sinking fund, were about $220,000, or about 4½ per cent. on their preferred stock. This includes, of course, the amount received in bounties, which amounted to about $800,000 for the year. The President stated in this connection that he hopea and believed they would reduce their operating expenses sufficiently to offset the bounties, which will be reduced next year and in 1910, and will then be dropped unless renewed by the Government."

THE LONDON MARKET.

LONDON, WEDNESDAY.

So far as general markets are concerned business has been of the smallest possible dimensions, and there has been an almost complete lack of vitality. Holiday influences are already beginning to have a deterrent effect. Cheap money is the predominating factor, and the changed conditions in the money market as compared with six months ago have been exemplified in the remarkable success of the new issue of Irish Land stock, which was quickly quoted at a substantial premium. In the last day or two Americans have been more lively following the lead of Wall Street, and there was an all round improvement in quotations. Scottish descriptions have been rather a feature in Home Rails, and Foreign stocks have been supported. The issue of the New Spanish loan on the Continent is imminent, but it has little interest for this market. South African descriptions have presented a more cheerful appearance, and copper shares have benefited from the better tendency of the American market.

With regard to developments in the Canadian section there have been several that call for special reference. Prominent amongst these was the statement with regard to the new Dominion loan, with which we deal fully in another column. The letters of allotment were posted on the 3rd inst. Another was the meeting of a number of shareholders in the Grand Trunk Railway Company, who aim at the establishment of a local advisary board. We do not propose to comment upon this gathering further than to repeat what every one knows who is acquainted with the history of the system, viz., that the previous attempt in this direction saddled the company with its Preference issues. The signal success of the City of Calgary loan, which was considerably over-subscribed—the lists being closed on Saturday instead of on Tuesday—conclusively proves the keen discrimination exercised by the public in connection with new Canadian issues. This over-subscription by the public is in marked contrast with the results of several other municipal issues recently introduced. We have not yet heard the definite date when the new Vancouver issue is to be made, but the fact that the price for the existing 4 per cent. bonds has been marked up 2 points no doubt foreshadows its early appearance. It is worth noting that this is the second appeal within the short period of eight months to this market. In view of the fact that in the interim Vancouver has been somewhat notorious for its anti-Asiatic proclivities it will be interesting to note the results attending the present issue. It is to be hoped that the price to be fixed will be such as will prove acceptable to investors. For the failure of the West Kootenay Power issue—the underwriters had to take 92 per cent. of the total amount offered—we had prepared our readers, and we need only repeat that such schemes are not understood or appreciated by investors in this country.

Money is still very tight in Canada—a fact which is referred to by our Toronto correspondent elsewhere—and quite a number of new issues will probably be made in London to procure the funds which it is difficult to raise in the Dominion. Extreme caution, however, should be exercised in making the necessary arrangements, for people are very chary of subscribing for such new issues, unless they are offered under the very best auspices. We understand that home investors will shortly be given an opportunity of participating in one of the oldest established and best known industrial enterprises in Canada, and that the figures to be submitted will be of a nature which will assure the success of the issue. The company in question has been in existence for nearly a hundred years, and its securities are highly esteemed by Canadian investors, and will no doubt prove equally attractive in this country.

Market movements principally comprise a slight reaction in Canadian Three's, a significant price adjustment in Vancouver 4 per cent. bonds, a point rise in Winnipeg 4 per cent. debentures, a sharp recovery in C.P.R.'s, and a 2 point fall in Hudson's Bays. In the case of Canadian Pacifics the excellent harvest prospects, and the knowledge that the company is quite ready to handle the expected increased traffic have caused a bear scurry, the movement, of course, being helped by the better tone of Yankees. Trunks have shown an all-round improvement of ¼ to 1, and the welcome change in the character of the traffics is, of course, encouraging. We deal with the private meeting of shareholders elsewhere. Quebec Central capital stock has again been supported. Hudson's Bays, after falling to 85, have rallied to 86, at which they are down 2. We are glad to see the equalisation of dividends question taken up, for it is an excellent suggestion, which will undoubtedly remove a large proportion of the speculative element from these shares.

Quebec Central.—The net earnings in May were $28,606.

Ottawa Loan.—The interest on the loan of $730,000 obtained by the city from Parr's Bank, London, Eng., has been reduced from 4½ per cent. to 4 per cent.

COBALT SHARES.

"Canada" only quotes the shares of those companies which are regarded as bona-fide mining undertakings. Their appearance in our list does not infer that we regard them as worth buying at the price quoted, but they are to be regarded (subject to weekly revision) as the standard Stocks in Cobalt securities.

The following were the quotations at Toronto on June 29:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Foster-Cobalt Mining Co.	$1,000,000	$1.00	.48	.45
Trethewey	1,000,000	1.00	.79	.77
Buffalo Mines Co.	900,000	1.00	2.00	1.50
McKinley-Darragh-Savage Mines	2,000,000	1.00	.83	.80
Cobalt Silver Queen..	1,500,000	1.00	1.07	1.06
Green-Meehan Mining Co.	1,500,000	1.00	.15	.13
Coniagas	4,000,000	5.00	5.50	5.25
Kerr Lake Mining Co.	3,000,000	5.00	3.00	2.50
University Mines	1,000,000	10.00	5.00	2.00
Nipissing Mines Co.	6,000,000	5.00	7.25	6.87½
Nova Scotia Silver-Cobalt	1,800,000	1.00	.29	.28½
Temiskaming (new)	2,000,000	1.00	.40	.38

CANADIAN RAILWAY REVENUE STATISTICS.

Name of Railway.	Nine Days Ending June 30.	Compared with Corresponding Nine Days Last Year. Increase.	Decrease.
Alberta	$4,910	—	$72
Canadian Northern	$218,700	—	$109,700
Canadian Pacific	$1,777,000	—	$248,000
Grand Trunk	£201,984*	£8,504	—
Canada Atlantic	£11,659*	—	£90
Grand Trunk Western	£25,786*	—	£3,594
Detroit Grand Haven	£7,034*	—	£1,382
Mexican	$157,500	—	$37,100
Mexican Southern	$31,080	$308	—
Quebec Central (June 28)	$40,185	$0,661	—

* There were eight working days in 1908, against nine in 1907.

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CANADIAN SECURITIES.

LATEST PRICES IN MONTREAL AND TORONTO.

BANKS.	Paid	Price per Share per $100.
Bank of Brit. North America ...	£50	141
Bank of Hamilton	$100	186.188
Bank of Montreal	100	236
Bank of New Brunswick ...	100	265.270
Bank of Nova Scotia	100	277.285
Bank of Ottawa...	100	—
Bank of Toronto	100	204
Banque d'Hochelaga	100	135.137
Banque Nationale	30	120†
Canadian Bank of Commerce...	50	157½
Dominion Bank...	50	222½
Eastern Townships Bank ...	50	149½.151½
Imperial Bank of Canada ...	100	215
Merchants' Bank of Canada ...	100	152.154
Metropolitan Bank	100	—
Molson's Bank	100	194.196
Quebec Bank	20	125½.130
Royal Bank of Canada... ...	100	217.219½
Standard Bank of Canada ...	50	218.220
Traders' Bank of Canada ...	100	132.133
Union Bank of Canada ...	100	133.140
Union Bank of Halifax ...	50	—

LOAN COMPANIES.		
Agricultural Savings and Loan	50	119.121
British Columbia Permanent Loan and Savings... ...	100	—
Canada Landed and National Investment	50	119.122
Canada Permanent Mortgage ...	10	129
Canadian Savings and Loan ...	50	—
Cent. Canada Loan & Savings..	100	160.165
Dom. Savings and Investment	50	70.72
Hamilton Provident and Loan	100	118.120
Huron & Erie Loan & Savings..	50	181.182
Imperial Loan and Investment	100	70†
Landed Banking and Loan ..	100	120.122
London & Can. Loan & Agency	50	100.102
London Loan	50	106.110
Montreal Loan and Mortgage...	25	132†
National Trust of Ontario ...	100	148.150
Ontario Loan and Debenture ...	50	128¾.131
Real Estate Loan and Debenture	40	85.87
Toronto General Trusts ...	100	143.145
Toronto Mortgage	50	107½.110
Toronto Savings and Loan ...	100	126†

INSURANCE.		
British America	50	97†
Canada Life	400	155†
Confederation Life	10	285†
Imperial Life	45	150†
Sun Life of Canada	15	—
Union Life	100	—
Western	20	96†

RAILWAYS, TRAMWAYS, LIGHT, AND POWER.		
Canadian General Electric ...	100	85
Consumer's Gas, Toronto ...	50	192xd
Electric Development of Ontario	100	25
Do. . 5% Bonds	100	84
Halifax Electric Tramway ...	100	99
Hamilton Cataract Power, Light, and Traction	100	—
Havana Electric Railway ...	100	24¾
Do. 6% Preferred... ...	100	74¾
London Electric...	100	89½†
London Street Railway ...	40	97½†
Montreal Street Railway ...	50	174
do. do. 4% Bonds	100	98.100
Montreal Light, Heat and Power	—	93¾
Ottawa Electric Railway ...	100	—
St. John Railway	100	—
Toronto Electric Light... ...	100	112
Toronto Railway	100	99
Trinidad Railway	100	—
Twin City Rapid Transit ...	100	88.88¾
Winnipeg Electric St. Railway	100	156

SHARES QUOTED ON THE LONDON MARKET.			
British Columbia Develpmt Ass.	1	⅛	⅛
Le Roi	5	9/16	11/16
Le Roi No 2	5	1⅛	⅜
Tyee Copper	1	5/16	7/16
Ymir...	1	4/-	4/6

* In Canada to facilitate business the actual denomination of securities is generally ignored and stocks and shares are quoted at so much % on an assumed par value of $100. † Last sale.

IRON, COAL, AND STEEL, &c.	Paid.	Price per Share per $100.*
Cariboo Hydraulic Mining ...	1	—
Consolidated Mines	100	—
Crow's Nest Pass Coal	100	275†
Dominion Coal	100	52
Do. 7% Preferred	100	99.100
Do. 5% Bonds	100	92
Dominion Iron and Steel ...	100	14⅞
Do. 7% Preferred	100	60
Do. 5% Bonds	100	78¼
Intercolonial Coal Mining ...	100	61½.61¾
Do. 7% Preferred	100	100¼†
Montreal Steel Works	100	56.59
Do. 7% Preferred	100	—
Nova Scotia Steel and Coal ...	100	44¼
Do 8% Preferred	100	109.112
Do. 6% Bonds	100	106.107

MISCELLANEOUS.		
Bell Telephone	100	138xd
Do. 5% Bonds	100	100.101
Canada North-West Land ...	25	105.110
Do. 6% Preferred	60	—
Canadian Coloured Cotton Mills	100	—
Do. 6% Bonds	100	90.92
Canadian Salt 7% Preferred ...	100	—
Dominion Telegraph	50	104.108½
Dominion Textile 7% Preference	—	83½.84½
Do. 6% Bonds, Series "A"	—	83.90
Dunlop Tyre 7% Preference ...	100	—
Lake of the Woods Milling ...	100	86
Do. 7% Preferred	100	112.114
Do. 6% Bonds	100	104.105
Laurentide Paper	100	95
Do. 7% Preferred	100	112½
Do. 6% Bonds	100	108.113
Montreal Cotton	100	103.110
Montreal Telegraph	40	138.140
Niagara Navigation	100	121.123
Northern Navigation	100	94.96
Ogilvie Flour Mills	100	105.110¼
Do. 7% Preferred	100	119.121
Do. 6% Bonds	100	—
Ontario and Qu' Appelle Land...	40	—
Richelieu & Ontario Navigation	100	74½.75½
Rogers, W. A., 7% Preferred ...	100	—
St. Lawrence & Chicago Navigation	100	118.120

*CANADIAN SOUTH AMERICAN SECURITIES.	Paid.	Prices.
Havana Electric Railway 5% Bonds	$1,000	80
Mexican Light and Power 5% Bonds	$500	84¾.84⅞
Do. do. Shares	$100	55½.56
Mexican Electric Light 5% Bonds	$500	83.84⅞
Mexico Tramways 5% Bonds...	$500	91.92
Do. do. Shares...	£100	102¼.103¼
Port of Para 5% Bonds ...	£100	82.84
Rio de Janeiro Tram, Light and Power 5% Bonds ...	$500	84
Do. do. do. Shares	£100	45½
Sao Paulo Tram, Light and Power 5% Bonds	$500	96.97⅞
Do. do do. Shares	£100	130½

*As supplied by Messrs. Dunn, Fischer & Co., 41, Threadneedle Street, E.C.

Fort William Bonds.—We hear that the price offered for the bonds recently sold were for a total of $327,315, and the price paid per cent. was 98.14. The interest is five per cent. paid half-yearly.

Dominion Steel Co. v. Dominion Coal Co. In its annual report the Dominion Steel Company's claim of damages against the Coal Company was stated to be $2,923,808. The interest to the same date amounted to over $80,000.

Western Canada Cement and Coal Co., Ltd.—The Bank of Montreal will pay the coupons payable on that date of the six per cent. first mortgage debentures of this company.

Temiscouata Railway.—The traffic receipts for the month of May, $17,345; operating expenses, $13,720.

Messrs. R. Nivison and Co., 76, Cornhill, E.C., announce that they have admitted Mr. Alfred Norman Rickett into partnership.

NEW ISSUE.

Penmans, Limited.—This concern is making its second appeal to home investors this year for capital, applications being now invited on behalf of the Prudential Trust Corporation and other owners for the purchase at £1 for each $5 share of 170,000 6 per cent. cumulative preference shares. Readers of *CANADA* will remember that the Penman Manufacturing Company was originally established in 1870 as makers of knitted underwear, blankets, woollen hosiery, etc., and is the largest undertaking of its kind in the Dominion. The Board of Directors is a strong one and the earnings of the company are such as to make these cumulative preference shares an attractive investment.

Forthcoming Issues.—Another Canadian industrial issue which will shortly be offered in London is the 6 per cent. first mortgage bonds of the Western Canada Flour Mills Company to the amount of £225,000. The success of the big milling companies in Canada is well known, and there are few forms of industrial enterprise which offer more sure and attractive results to the investor. This company has a total productive capacity of 6,500 barrels per day, and the security of the mortgage appears to be ample. The earnings of the undertaking cover the interest four times over.

ANSWERS TO FINANCIAL CORRESPONDENTS.

SUBSCRIBER (Edinburgh).—See our issue of June 6.

T. R. (Kensington).—The market has fulfilled our anticipations and rallied sharply. We think the fall has been overdone. The outlook for the present half year is not cheerful, but the worst that can happen has been in our opinion fully discounted.

FINANCIAL ITEMS.

New Brunswick Financiers.—Advices from St. John, New Brunswick, state that Messrs. Hazen and Flemming recently left St. John for Montreal, in connection with the loan of $1,450,000 which matures in August.

Suburban Rapid Transit Co.—From Winnipeg we learn that an issue of $500,000 5 per cent. bonds of this company, guaranteed by the Winnipeg Electric Railway Company, has recently been offered at 95 per cent.

Shawinigan Water and Power Co.—A dividend has been declared of one per cent. for the quarter ending 30th June on the Capital Stock, payable on the 20th July to all shareholders on the register on the 7th July.

The Bank of Montreal.—A branch of this bank has been opened at St. Hyacinthe, Quebec, and also at St. Cesaire, Quebec.

Quebec Five per Cent. Loan of 1883.—The half-yearly interest, due July 1 on the Province of Quebec Five per Cent. Loan (1883), will be paid on and after that date by the Bank of Montreal.

Rio de Janeiro Tramway Light and Power Co., Ltd.—Total gross earnings for May £108,773, an increase of £11,587 over the corresponding month of 1907. As operating expenses only increased £2,702, the net gain is £8,885, bringing up the total net increase from January 1 to £49,605.

Western Wheat Lands and Timber Co., Ltd.—Letters of allotment on the issue of 200,000 shares in this company have been posted.

Mexican Light and Power Co., Ltd.—Statement of earnings and expenses for the month of May, 1908, compared with previous year:—

Mexican Currency.	1908.	1907.
Gross earnings	471,195.30	386,478.95
Expenses	245,586.20	150,372.28
Nett earnings	225,609.10	236,106.67
Fixed charges	196,846.42	150,000.
Surplus	28,762.68	86,106.67
Expenses per cent. gross earnings	52.11 p.c.	38.91 p.c.

City of Edmonton Bonds.—The Bank of Montreal notify that the Definitive Bonds of the City of Edmonton issue of £187,400 5 per cent. debentures, redeemable between 1918 and 1948, are now ready for delivery in exchange for allotment letters.

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The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $5,000,000 (£1,027,397).**

President—B. E. WALKER. **HEAD OFFICE—TORONTO.** General Manager—ALEX. LAIRD.

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook, Creston, Dawson, Fernie, Greenwood, Kamloops, Ladysmith, Mission City, Nanaimo, Nelson, New Westminster, Penticton, Prince Rupert, Princeton, Vancouver (3 offices), Victoria, White Horse

WESTERN PROVINCES

Bawlf, Brandon, Calgary, Canora, Carman, Claresholm, Crossfield, Dauphin, Drinkwater, Durban, Edmonton, Elgin, Elkhorn, Gilbert Plains, Gleichen, Grandview, Granum, Hardisty, High River, Humboldt, Innisfail, Innisfree, Kamsack, Langham, Lanigan, Lashburn, Lethbridge, Lloydminster, Macleod, Medicine Hat, Melfort, Moose Jaw, Moosomin, Nanton, Neepawa, Nokomis, N'th Battleford, Norwood, Pincher Creek, Ponoka, Portage la Prairie, Prince Albert, Radisson, Red Deer, Regina, Saskatoon, Stavely, Stony Plain, Strathcona, Swan River, Treherne, Vegreville, Vermilion, Vonda, Wadena, Watson, Wetaskiwin, Weyburn, Winnipeg (8 offices), Yellowgrass

ONTARIO AND QUEBEC

Ayr, Barrie, Belleville, Berlin, Blenheim, Brantford, Cayuga, Chatham, Cobalt, Collingwood, Crediton, De Lorimier, Dresden, Dundas, Dunnville, Exeter, Fort Frances, Fort William, Galt, Goderich, Guelph, Hamilton, Kingston, Latchford, Lindsay, London, Montreal (2 offices), Orangeville, Ottawa (2 offices), Paris, Parkhill, Parry Sound, Peterboro', Port Arthur, Port Perry, Quebec, Rainy River, St. Catharines, Sarnia, Sault Ste. Marie, Seaforth, Simcoe, Stratford, Strathroy, Thedford, Toronto (10 offices), Toronto Junction, Walkerton, Walkerville, Waterloo, Wiarton, Windsor, Wingham, Woodstock

MARITIME PROVINCES

Alberton, Amherst, Antigonish, Barrington, Bridgewater, Charlottetown, Halifax, Middleton, Montague, New Glasgow, Parrsboro', St. John, Shelburne, Souris, Springhill, Summerside, Sydney, C.B., Truro, Windsor

IN THE UNITED STATES

New York, Portland, Ore., San Francisco (2 offices), Seattle, Skagway

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. S. CAMERON ALEXANDER, *Manager.*

Agents in Scotland—**Bank of Scotland.** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the North-West Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 480,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.

A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL

H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man., Ashcroft, B.C., Battleford, Sask., Belmont, Man., Bobcaygeon, Ont., Brandon, Man., Brantford, Ont., Cainsville, Ont., Calgary, Alta., Campbellford, Ont., Darlingford, Man., Davidson, Sask., Dawson, Yukon Dist., Duck Lake, Sask., Duncans, B.C., Estevan, Sask., Fenelon Falls, Ont., Fredericton, N.B., Greenwood, B.C., Halifax, N.S., Hamilton, Ont., " Barton St., " Victoria Ave., Hedley, B.C., Kaslo, B.C., Kingston, Ont., Levis, P.Q., London, Ont., " Market Square, " Hamilton Road, Longueuil, P.Q., Midland, Ont., Montreal, P.Q., " St. Catherine St., N. Vancouver, B.C., North Battleford, Sask., Oak River, Man., Ottawa, Ont., Quebec, Que., Reston, Man., Rossland, B.C., Rosthern, Sask., St. John, N.B., " Union St., Toronto, Ont., " King and Dufferin Sts., " Bloor St. and Lansdowne Ave., Toronto Jct., Ont., Trail, B.C., Vancouver, B.C., Victoria, B.C., Weston, Ont., Winnipeg, Man., Yorkton, Sask.

AGENCIES IN THE UNITED STATES.

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$3,800,000
Reserve Fund and Undivided Profits.	5,000,000
Deposits by the Public	34,000,000
Total Assets	48,000,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and Commercial Letters of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

THE

BANK OF OTTAWA.

Capital, $3,000,000.

Rest and Undivided Profits, $3,144,020.

ASSETS, over $31,000,000.

President, GEORGE HAY. Vice-President, DAVID MACLAREN.
General Manager, GEORGE BURN.

SIXTY BRANCHES IN CANADA.

Correspondents throughout the World.

Agents in Great Britain: PARR'S BANK, LIMITED.

The financial strength and careful management of this institution, which has been established since 1874, warrant your confidence.

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BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,260,274 Sterling. Undivided Profits, £143,230 0 6

BOARD OF DIRECTORS.

Rt Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., *Honorary President.*
Hon. Sir GEO. A. DRUMMOND, K.C.M.G., *President.* E. S. CLOUSTON, Esq., *Vice-President.*
A. T. PATERSON, Esq. E. B. GREENSHIELDS, Esq. Sir WILLIAM C. MACDONALD. R. B. ANGUS, Esq. JAMES ROSS, Esq.
Hon. ROBERT MACKAY. Sir THOMAS SHAUGHNESSY, K.C., V.O. DAVID MORRICE, Esq.

HEAD OFFICE, MONTREAL - - - E. S. Clouston, *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont.
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S. [P.E.I
Charlottetown.
Chatham, N.B.
Chatham, Ont.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Chilliwack, B.C.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eghmton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Guelph, Ont.
Grimsby, Ont.
Gretna, Man.
HALIFAX, N.S.
and Sub Branch,
,, North End.
HAMILTON, Ont.
,, Sherman Avenue.
Hartland, N.B.
Holstein, Ont.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lake Megantic, Que.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat., Alta.
Millbrook, Ont.
Moncton, N.B.
MONTREAL, Que., and Sub-Branches.
,, Hochelaga.
,, Papineau Avenue.
Point St. Charles.
,, St. Henri.
,, Seigneurs Street.
,, Westmount.
,, S. Anne de Bellevue
,, West End
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
OTTAWA, Ont., and Sub-Branches.
,, Bank St. and Hull.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Port Arthur, Ont.
Portage La Prairie, Man.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC, and Sub-Branches.
,, St. Roch.
,, Upper Town.
Queensville, Ont.
Raymond, Alta.
Regina, Sask.
Rossland, B.C.
Rosenfeld, Man.
St. John, N.B.
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon.
Sawyerville, Que.
Shediac, N.B.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
TORONTO, Ont., and Sub-Branches.
,, Carlton and Dundas Streets.
,, Queen Street.
,, Richmond Street.
,, Yonge Street.
Trenton, Ont.
Tweed, Ont.
Vancouver, B.C.
Sub-Branch, Westminster Avenue.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
WINNIPEG, Man., and Sub-Branches.
,, Fort Rouge.
,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S

In Newfoundland
Birchy Cove.
St. John's.

In United States.
NEW YORK, 31, Pine Street.
CHICAGO, Cor: La Salle and Monroe Street.
SPOKANE, State of Washington

In Mexico.
CITY OF MEXICO.

Correspondents in United States.

Boston—Merchants National Bank. Buffalo—The Marine National Bank. New Orleans—Whitney Central National Bank.
Philadelphia—Bank of North America. San Francisco—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—Rt. Hon. Lord STRATHCONA and MOUNT ROYAL, G.C.M.G., THOMAS SKINNER, Esq.,
FREDK. W. TAYLOR, *Manager.* H. HAVLOCK, *Assistant Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE

MOLSONS BANK.

Incorporated 1855.

Capital, paid up £690,446 - $3,360,170
Reserve Fund £690,446 - $3,360,170

Head Office, Montreal.

65 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $3,900,000 RESERVE - $4,390,000

Head Office - - - MONTREAL.
86 Branches in Canada.
9 Branches in Cuba.

Branches in Newfoundland and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS, OR INDIVIDUALS, CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—

BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established - 1864

Capital Paid Up, $8,000,000 (£1,232,876) Reserve Fund and Undivided Profits, $4,267,400 (£876,864)

HEAD OFFICE—MONTREAL

Sir H. Montagu Allan, Kt., *President.* Jonathan Hodgson, Esq., *Vice-President.*
E. F. Hebden, *General Manager.* T. E. Merrett, *Supt. of Branches and Chief Inspector.*

BRANCHES AND AGENCIES

ONTARIO

Acton
Alvinston
Athens
Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin
Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Markdale
Meaford
Mildmay
Mitchell
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St. James St.
,, 1255 St. Catherine St. E.
,, 310 St. Catherine St. W.
,, 1330 St. Lawrence Boul.
,, Town of St. Louis
Beauharnois
Lachine
Quebec
,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Jerome
St. Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris
Napinka
Neepawa
Oak Lake
Port'e la Prairie
Russell
Souris
Winnipeg

Alberta

Calgary
Camrose
Carstairs
Daysland
Edmonton
Ft. Saskatche'n
Lacombe
Leduc
Lethbridge
Medicine Hat
Olds
Red Deer
Sedgewick
Stettler
Tofield
Vegreville
Wetaskiwin

Saskatchewan

Arcola
Carnduff
Gainsborough
Maple Creek
Oxbow
Whitewood

British Columbia

Vancouver
Victoria

AGENCY IN UNITED STATES—NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 117 Branches of THE MERCHANTS' BANK OF CANADA.

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Banking, Insurance and Finance.

Results of the New Canadian Loan. On the whole the results attending the new issue of the Dominion Government when measured by the recent public response to similar appeals is satisfactory. The only criticism that can be made is that the terms were favourable to the Government and not perhaps sufficiently attractive to investors and the underwriters. It is of interest to draw a comparison between this issue and the further instalment of Irish Land stock offered this week. In accordance with invariable custom, this latter was, of course, not underwritten, and the home Government was thus spared this heavy incidental expense. On the other hand the Treasury was compelled to bring out this new issue at a price which ensured success, as it would never do, of course, for a Government loan to prove unsuccessful. The price at which the new stock was offered was 89½, whereas the old stock stood in the market at 92. The Canadian Government in making a new issue would not dream of doing so at a wider difference than ¾ to 1 per cent. under the price of the existing stock. It is obvious therefore, that the Imperial Government is mulcted in quite 1½ per cent. more than the Canadian Government, this difference offsetting any expense that the latter incurs in assuring the success of its issue. These facts are incontrovertible, and were it not for tradition the Imperial Government would probably adopt a similar course to that taken by other borrowers, and underwrite its issues instead of making a generous concession in price in order to attract public subscriptions. The rush on the part of the home investor for the new issue of Irish Land stock was remarkable, and although it was stated that nominally the list would not be closed until Friday, it was over-subscribed many times in a few hours after it was opened, and affords conclusive evidence of the remarkable change that has taken place in monetary condition in this country during the past six months.

* * *

Welcome Optimism. With a chorus of jeremiads bewailing the inpending reduction in Canadian railway dividends, it is refreshing to find one or two optimistic authorities who do not share the views of the majority of those who deal in prophecy. The City Editor of the *Sunday Times*, an excellent authority upon financial subjects, is cheerfully confident that the directors of the Grand Trunk Railway will be able to safely negotiate a difficult half-year, so far as the guaranteed dividend is concerned, at all events. We have already dealt with the May statement, and are afraid that there is no hope for a distribution on the Preference issues this half-year; but every possible economy is now being practised, and last week, for the first time for months, there was an increase in receipts, which, it is to be hoped, is the beginning of better things. Recently a Canadian writer dealt very fully with the position of the Canadian Pacific Railway, and showed that, even assuming that the entire new issue of capital carried a full six months for the period ending June 30—the company's financial year terminates, it will be remembered, on that date—the dividend of 6 per cent. may be regarded as quite secure; whilst he points out that the bonus of 1 per cent. is, as every one knows, paid from the interest received on land sales.

* * *

Reassuring Information. In connection with our remarks upon the effect the recent depreciation in the values of public securities has had upon the position of life insurance companies, we are reminded by the secretary of one important office, which does a large Canadian business, and which has had to pass its quinquennial bonuses to policy-holders, that had it not been for this shrinkage, experienced in common with other financial institutions, and the desire to strengthen the company's reserves, there would have been a large surplus. Recognising that their first duty is to their policy-holders, the directors decided that, in the best interests of the latter, it was imperative to devote practically the whole of the ascertained surplus in strengthening the reserves and in writing down the company's securities. It is, however, satisfactory to learn, in connection with this particular office, that, in view of the more stringent method of valuation which the directors have adopted, they feel justified in providing out of the profits of the current quinquennium for such intermediate bonuses as may from time to time be justified by the position of the company, in respect of all participating policies which may become claims before the completion of the current quinquennium. It is also anticipated that the measures now taken will assure to policy-holders at future divisions bonuses fully equal to those which have been declared on previous occasions. This is decidedly reassuring information.

* * *

A Drastic Act. The Companies Act of 1907 is now in operation. The sweeping nature of its various clauses has already caused consternation amongst the officials of companies which have been notorious for their laxity in the past. We hear of companies holding meetings which have hitherto defied the law, and at one the other day some candid admissions were made in explanation of a hiatus of no less than eight years. Messrs. Worthington, Evans, and Shewell Cooper's useful book on the Act of 1907 gives much interesting information for the benefit not only of directors and officials of companies, but also of shareholders. Amongst other important points, it is enacted that companies incorporated outside the United Kingdom, which have a place of business in this country, must, within three months, appoint an agent, file certain documents with the Registrar, and comply with other requirements. This will, of course, apply to Canadian and other colonial companies. A general meeting must be held at least once in every calendar year, and the interval between successive general meetings must not exceed fifteen months. There are important clauses dealing with underwriting commissions, registration of mortgages and charges—a very sweeping reformation, and certainly in the right direction—the position of concerns which desire to obtain the privileges of a "Private Company," inspection of registers, of mortgages and charges, and of share and Debenture-holders, time of delivery of certificates, of shares and debentures, etc. A number of clauses affect liquidators and their duties, and others deal with the appointments of receivers and managers.

* * *

Investors and Canadian Land Companies. A financial contemporary has called attention this week to the seeming indifference of investors to the merits of the leading Canadian land shares at current quotations, pointing out that this is the more curious in that all the indications are in favour of a bumper harvest this year. We agree with our contemporary that the modest yield on Hudson's Bays shares and their very high price makes them unavailable for the majority of investors. It must, however, be remembered that there are influential believers in the future of this great company; and, whilst admitting that the results just published for the past quarter are not particularly cheerful, the price is still many points below the highest price recorded for the shares. We believe that the correct explanation of the lack of attention paid to land shares recently is not due so much to any falling off in their actual potentialities as to the uneasiness aroused by the exaggerated reports which have been circulated as to the state of trade generally in the Dominion. That there has been a reaction cannot be denied, but that it will be prolonged we do not believe for a moment. To those investors who are dubious as to the outlook, we would point out that the stream of immigrants from the United States—the very best class of settler that could be desired—continues unabated, and that, although there may have been a temporary falling-off in the demand for land during the past few months, present indications are all in favour of the assumption that those companies which are holding out for higher prices will be fully justified in this policy.

* * *

Five Years' Market Variations. We dealt fully recently with the results achieved by the leading land companies during 1907, and showed that, although naturally the poor harvest of last year, and the falling-off in trade, had unfavourably affected land sales, the various reports were, on the whole, quite satisfactory, and the outlook for the present year hopeful. Prices for the leading shares have, however, been allowed to fall to levels which certainly under-estimate the intrinsic merits of the various issues. Calgary and Edmonton, for instance, are less than half the highest price quoted during the past five years, whilst the Canada company's shares are valued by the market at just about half the maximum quotation recorded since the beginning of 1903. Here, of course, special considerations apply. A comparison of the current prices of other shares with the highest points reached since 1903 shows similar movements. Western Canada, for instance, can now be picked up for about 1¼, although, if the unsold lands are taken at the moderate estimate of $9 per share, this would give a value to the shares of 32s. 6d., and the price has been as high as 31s. 3d. Canada North-West Lands, whose prospects have been frequently dealt with in these columns, have been as high as $135, and now stand at about $105. For Land Corporation of Canada shares 2¼ has been marked during the period dealt with, and are now ½ below this at 1¾, whilst Trust and Loan of Canada stand at 6, as compared with the highest of 6¾. One of the youngest companies, Southern Alberta Land—an irrigation proposition with excellent prospects—can be picked up at about ¾. Hudson's Bays are now about 50 points below the 1906 record of 130. Whilst, as we have shown for such a high-priced share as this, there must be a limited investment demand. It is quite different with soundly managed and promising concerns possessing large tracts of valuable lands, which must steadily improve in value. We regard present prices as affording an excellent opportunity of averaging existing holdings, or acquiring an interest in a class of Canadian investment which will undoubtedly return large profits to those who are far-seeing enough to take advantage of the present reduced quotations.

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Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents

COBALT.

The following are the shipments from Cobalt for the week ending June 20:—

	Lbs.
La Rose	104,670
McKinley	60,000
Nipissing	239,888
O'Brien	128,120
Trethewey	65,670

The total shipments for the week were 598,340 pounds, or 299 tons. The total shipments from January 1 to date are 16,533,118 pounds, or 8,266 tons.

Three months ago a dividend of 3 per cent. was declared by the directors of the Temiskaming Mine. At the latest regular monthly meeting the directors declared another 3 per cent. dividend. At the mine about sixty men are employed. The main shaft is down 260 feet, and most of the work is being concentrated to the 200-foot level. A new self-dumping skip has just recently been put in operation, which is the first of its kind in the camp.

At the Nipissing about 200 men are employed, and work is progressing rapidly.

At the Townsite the usual force of men is employed. Recently a vein was struck carrying leaf silver in the wall rock in the open cut south of the Buffalo boarding-house. In the shaft, close to No. 12 shaft on the Buffalo, a nice lead of smaltite has been struck at the 100-foot level. The main portion of the work at the Townsite is being done in these two shafts.

At the Buffalo a considerable amount of construction is going on. New buildings for sampling and additions to the cyanide plant are being erected, also a new storehouse and office. About 125 men are employed, and great activity prevails. The company are apparently making preparations to treat a very large tonnage of low-grade ore.

The McKinley-Darragh are erecting a large headgear over their old No. 1 shaft. A good revenue should be derived from the dumps at the McKinley-Darragh, which have increased rapidly since the new management have taken hold, and one can plainly see native silver lying about on the dumps. The usual force are employed, and shipments are being made regularly.

Development work is being pushed rapidly in the Montreal River section. At Maple Mountain, on the White property, has a considerable amount of ore bagged, all of which has been taken from the surface. The company will shortly begin operations in the way of sinking. At the Moose Horn property the management have also considerable ore bagged ready for shipment, which no doubt will be sent to the smelter shortly. On the Holden property, in Tudhope, a find has been made at the 90-foot level, and a large amount of shipping ore is stated to be visible at this depth.

ROSSLAND.

During the week ending June 20 the following shipments were made:—

	Tons.
Centre Star	3,362
Le Roi	1,257
Le Roi No. 2	344
Evening Star	66
Total	5,029

BOUNDARY.

The following shipments were made during the week ending June 20:—

	Tons.
Granby	20,952
Mother Lode	8,686
Oro Denoro	3,636
Total	33,274

The Dominion Copper Company works are now in operation.

The big compressor at the Mother Lode Mine of the B.C. Copper Company has again started regular work. With the old equipment, the Mother Lode practically doubled its average shipments for last year since resuming. With the new compressor regular shipments will be 1,800 tons a day, or 1,000 tons daily in excess of last year.

SLOCAN-KOOTENAY.

Shipments were made as follows during the week ending June 20:—

	Tons.
St. Eugene	449
Whitewater, milled	280
Poorman, milled	250
Queen, milled	185
Second Relief, milled	145
Richmond	68
Arlington, Erie	47
Standard	66
Rambler Cariboo	20
Vancouver	41
Ruth	20
Silver Cup	23
Slocan Star	22
Silver King	33
Sunset	1
Blue Bell	92
Slocan Sovereign	21
Total	1,763

SMELTER RECEIPTS.

The following were the receipts of ore at the smelters during the week ending June 20:

	Tons.
Granby	20,952
B.C. Copper Co.	12,778
Trail	5,749
Le Roi, Northport	1,413

MINING REPORTS.

Crow's Nest Pass Coal Co., Ltd.—The output for the week ending June 26 was 20,077 tons; daily average, 3,346 tons.

Cobalt Townsite Silver Mining.—Cable received from the mine superintendent states that on June 20 shipped (to smelter at) Coppercliff, 10 tons 5 cwt., first class; and 12 tons 10 cwt. second class (ore). Have made a new discovery cross-vein in the North Drift, vein 26, nearly 2 in. wide. The ore is high grade.

The Colonisation Mines and Fisheries Department of the Province of Quebec has recently been taking more active steps to attract attention to the resources of this large area of Eastern Canada. The mining section is in charge of Mr. J. Obalski, who has sent to the Hon. C. R. Devlin, Minister of the Department, an interesting record of the mining operations in the province in the year 1907.

The Grand Trunk Railway has just issued a capital pocket map showing the Grand Trunk system and connections through the Pacific coast and the Grand Trunk Pacific Railway under construction. The map, which is neatly bound up between boards, and occupies very little space, will be a boon to tourists and settlers. It may be had free on application to any of the European Traffic Offices of the Grand Trunk Railway; 20, Water Street, Liverpool; 44-46, Leadenhall Street, London; and 75, Union Street, Glasgow.

CANADIAN MERCANTILE MARINE.

The Canadian Shipping Register for the year ending 1907 just issued shows that the total number of vessels on the books of the Dominion on the 31st December, 1907, was 7,528, measuring 698,688 tons, being an increase of 16 vessels and 44,509 tons register as compared with 1906. Of this amount nearly 30,000 tons were transferred from Great Britain. The number of steamers was 3,007, with gross tonnage of 471,795 tons. Assuming the average value to be $30 per ton value, this would be $20,960,640.

The number of vessels built and registered in Canada last year was 392, measuring 38,410 tons. Estimating the value of net tonnage at $45 per ton, this gives a total value of $1,728,450 for new vessels. During the year 452 vessels were removed from the register. Some had been out of commission for several years.

REAL ESTATE NOTES.

Montreal.—The Perrault building on St. James Street, part of the estate of the late Hon. R. Prefontaine, M.P., has been sold for $71,000. It contains the offices of *Le Canada*. A store and dwelling in the business section of St. Catherine Street West has been sold for $75,000. There is more activity in property transfers, though the building trade continues quiet.

Toronto.—The old mill on the Humber River, south of Bloor Street, has been purchased by Mr. John Hynes, architect, for $18,000. The property contains 89 acres. The mill was built in 1837.

Fort William.—Preparations for the erection of the new Presbyterian church are proceeding rapidly. The contract for the new building has been let. The building will have a seating capacity of between 1,100 and 1,200, and will cost in the neighbourhood of $70,000.

Kudsman, Man.—At a sale of lands for unpaid taxes, some of the farm lands sold as high as $40 an acre. About twenty-five purchasers were present, and during the day between $3,500 and $4,000 was realised.

Binscarth, Man.—A half section of land near here (320 acres) has been sold for the sum of $12,000 cash, the vendor to have the crop this year. This is equal to $40 per acre, a

Edmonton.—The total net municipal assessment of the City of Edmonton for the year 1908 is $22,543,720, as compared with $21,985,700 last year. The assessment on land is $20,903,910, with exemptions of $1,100,680, leaving the net realty assessment at $19,803,230. The business assessment is $2,492,930 and the income assessment $247,560. Of the total $20,213,540 is assessed against public school supporters and $2,330,180 against separate school supporters.

Tenders for the erection of the new $200,000 court-house to be erected by the Provincial Government on the property at the corner of McDougall Avenue and May Street, have been received.

Calgary.—Large parties of farmers from Western Ontario have been looking over irrigated lands in this locality. One syndicate has purchased 3,000 acres near Gleichen, and has given orders for a steam ploughing outfit, hoping to have 1,500 acres ready for wheat sowing in the fall.

Vernon, B.C.—Among the latest deals in fruit land is the purchase by Mr. A. Cresset Kent from Burmah of a property at Coldstream for $25,000. A Winnipeg syndicate has purchased an irrigated property for $55,000 on the outskirts of this town.

Vancouver.—The Imperial Trust Company has purchased property on the water front, facing the post office, with 100 feet frontage; the price named is $60,000. An up-to-date office building is to be erected on the site.

EXCELLENT CROP PROSPECTS IN NOVA SCOTIA.

The following is an extract from a letter from the Secretary for Agriculture for Nova Scotia, which has been received by the Agent-General for the Province in London:—"This promises to be the most favourable season our farmers have had for a great many years. I have visited many sections of the province during the past two weeks, and everywhere indications of a record crop are evidenced. The fruit blossomed splendidly, and, at the same time the weather was warm, so that there has been an exceptionally heavy set of fruit. Unless something unforeseen happens, the summer of 1908 promises to be a record one for the farmers of Nova Scotia."

The total number of immigrants into Canada during May was 23,583, a decrease of 22,094 as compared with May, 1907. For the first five months of the year the figures are 80,482, a decrease of 51,294.

Mr. Van Arsdale, Chief Engineer of the Grand Trunk Pacific western division, upon returning from Prince Rupert to Vancouver said: "No labouring man in British Columbia need be idle. There is all kinds of work along the line of the Grand Trunk Pacific Railway near Prince Rupert and up the Skeena River."

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COMPANY MEETING.

THE MOND NICKEL COMPANY.

The eighth ordinary general meeting of the shareholders of the Mond Nickel Company, Limited, was held on Friday, July 3, at the Hotel Windsor, 46, Victoria Street, S.W., Dr. Ludwig Mond, F.R.S. (chairman of the company), presiding.

The Secretary (Mr. Robert Mathias) having read the notice convening the meeting and the report of the auditors,

The Chairman first referred to the considerable increase of the balance at the credit of the profit and loss account for last year, £125,007, as compared with the previous year, £100,665, and to the way with which the directors proposed to deal with that balance, which carried out the conservative policy they had followed up to now in building up a strong reserve, and to carry forward a substantial amount of the profits earned to the next year. He went on to say: "We have called an extraordinary general meeting to pass a resolution in order to increase the capital of the company. We have increased our works, both in Canada and at Clydach, in South Wales, very considerably during the last few years, without increasing our capital, taking advantage of the cheap rates at which money could be raised until a few months ago; but we now think that the time has arrived to reduce our loan account; at the same time we have to provide for the payment of the dividends that are now proposed to be declared, and we have also to be prepared for an increase in our working capital, which is rendered necessary by our larger turnover, and, in addition, we shall require a certain sum during the current year to complete the electrification of the machinery for our mining and smelting plant in Canada, which has been mentioned in the report, and from which a considerable saving in the cost of working these plants is expected to result." He then moved the adoption of the report, and that the following dividends be declared for the year ended April 30, 1908:—To the holders of the preference shares a dividend of 7 per cent. per annum, less income tax; to the holders of the ordinary shares a dividend of 15 per cent. per annum, less income tax; and to the holders of the deferred shares a dividend of 48 per cent. per annum, less income tax.

Mr. Alfred Mond, M.P., seconded the resolution, which was carried unanimously.

Mr. Saxton W. A. Noble moved the re-election of the retiring directors (Mr. Robert Mond and Mr. Emile S. Mond).

On the motion of Professor Boys, seconded by Mr. Honeybourne, the auditors were appointed.

An extraordinary general meeting was then held, for the purpose of considering resolutions to increase the capital.

The Chairman said: I will now move: (1) "That the capital of the company be increased from £600,000 to £850,000, by the creation of 50,000 cumulative preference shares of £5 each." (2) "That the new 50,000 preference shares rank pari passu as regards dividend and capital to the existing 50,000 preference shares."

Mr. Alfred Mond seconded, and the resolutions were then put to the meeting and carried unanimously.

—*—

DEPORTATIONS FROM CANADA.

Prebendary Russell Wakefield presided last week at a meeting of the Central (Unemployed) Body for London at the Guildhall. The Emigration Committee presented a report on the subject of the regulations of the Canadian emigration authorities, stating that the present system was extremely trying, but appeared to be justified by present conditions in Canada. The restrictions made it almost impossible to emigrate to a large extent, and the committee expressed themselves keenly alive to sending out only the most suitable cases. Reference was also made to the deportation of a Woolwich man and his family.

It appeared that Mr. J. Naftel, of the Bank of Montreal Chatham, Ontario, wrote as follows to the Acting Deputy Minister of Labour at Ottawa: "We in Chatham, Ontario, are confronted this winter by a serious problem in connection with the English immigrants who have come here this summer. A number of them refuse to do any work, and in many cases they have families to support, and the result is that the Charity Associations will have to feed, clothe, and supply them with fuel. Is there any way by which these people could be returned to where they came from, or can you offer any suggestion of relief?" It was found that there were 100 immigrant families dependent upon the Municipality of Chatham, there being, however, no excuse for the men being out of employment if willing to take farm work. The men, instead of taking low wages for farm work, preferred to be supported by the municipality or charitable organisations, and owing to these circumstances several were deported. With regard to the deportation of another family, the committee expressed a belief that they were deportd owing to some mistake on the part of the local authorities. The superintendent of emigration in London is being consulted as to whether any redress can be given to the family.

Mr. Candler pointed out that there were over a million acres of land in New Zealand awaiting development, and asked why some steps should not be taken to emigrate English men and women to that Colony.

Mr. W. Hazell, the Chairman of the Emigration Committee, said the fact was under the consideration of the committee. With regard to the complaint from Canada, the agent connected with emigration matters in that particular case was most enterprising in getting as many people out there as possible, and if all had been sent out as was suggested by the agent the circumstances would have been worse. Mr. Hazell, in answer to a member, said the agent in question obtained a commission on the number of persons sent out.

The List of Applications will Open on THURSDAY NEXT, the 9th of JULY, and Closes on or before FRIDAY, the 10th of JULY, 1908.

DOMINION OF CANADA.

PENMANS LIMITED

(Incorporated under the Law of the Dominion of Canada.)

CAPITAL.

Issued.		Authorised.
215,000 Six per Cent. Cumulative Preference Shares of £1 0s. 6½d., or $5 each	... ...	300,000
$2,150,600 Common Shares	... ...	$2,500,000

BONDS (total Authorised Issue): $2,000,000 Five per Cent. First Mortgage 20-Year Gold Bonds.

THE UNION OF LONDON & SMITHS BANK, LIMITED, Princes Street, London, E.C., and their Branches, are authorised to receive Applications on behalf of **THE PRUDENTIAL TRUST CORPORATION, LIMITED, and other Owners for the purchase of**

170,000 of the above Six per Cent. Cumulative Preference Shares at £1 for each £1 0s. 6½d. (or $5) Share.

PAYABLE AS FOLLOWS:—2s. 6d. upon Application; 7s. 6d. upon Allotment; 10s. 0d. One Month after Allotment—£1 0s. 0d.

Dividends upon the Cumulative Preference Shares are payable quarterly on the first of February, May, August, and November, at Montreal, Canada, and by Sterling Cheque upon the Bank of Montreal, London.

The full quarterly dividend due the first of August next will be paid to allottees. Interest at the rate of 5 per cent. per annum will be allowed upon payment in full.

Board of Directors.

DAVID MORRICE, Montreal, President, Director Bank of Montreal.
DAVID YUILLE, Montreal, President Dominion Textile Company.
E. B. GREENSHIELDS, Montreal, Director Bank of Montreal.
JOHN P. BLACK, Montreal, President Canadian Converters' Company; Director Dominion Textile Company.
C. B. GORDON, Montreal, Managing Director Dominion Textile Company.
J. R. GORDON, of John Gordon and Sons, Montreal, Manufacturers' Agents.
H. V. MEREDITH, Montreal, Assistant General Manager Bank of Montreal.
R. THOMSON, Paris (Ontario), General Manager Penmans, Limited.
ADAM ZIMMERMAN, M.P., Hamilton, Ontario.

HEAD OFFICE.—MONTREAL, CANADA.
BANKERS OF THE COMPANY (IN CANADA).—THE BANK OF MONTREAL, MONTREAL.
TRANSFER AGENTS.—THE ROYAL TRUST COMPANY, MONTREAL.
SOLICITORS TO THE COMPANY.—MESSRS. McGIBBON, CASGRAIN, MITCHELL, and SURVEYOR, MONTREAL.

The shares offered for sale are portion of an issue of $1,075,000 6 per cent. Cumulative Preference Shares. The following are extracts from a letter, dated 15th Feb., 1908, from the President of the Company to the Prudential Trust Company showing the present financial position of the Company, its Assets and Liabilities, and the certified annual profits.

The Penman Manufacturing Company was originally established in 1870 as makers of knitted underwear, blankets, woollen hosiery, and such like absolute essentials. The demand for the Company's products has grown with the increase of the population, the Company's trade-marks being accepted as a guarantee of high quality. To-day the Company is the largest and most important manufacturing concern of its kind in Canada.

The capitalization of the Company is $2,000,000 Five per Cent. First Mortgage Gold Bonds, all of which have been issued; $2,500,000 of Common Stock, of which $2,150,000 has been issued; and $1,500,000 of Preferred Stock, of which $1,075,000 is issued, and is the subject of the present issue.

The assets at December 31st, 1907, amounted to $6,806,161.38, and the liabilities amount to $6,391,316.93.

Messrs. RIDDELL, STEAD, GRAHAM, & HUTCHISON, C.A., Montreal, and J. MAXTONE GRAHAM, C.A., Edinburgh, have examined the books and accounts of Penmans, Limited, with the view of ascertaining the position of the Company as at 31st December, 1907, and they certify that the

Profit for the year has been...	$338,163.52	
To which have been added the profits of the Anchor Knitting Company for eleven months, ending 31st December, 1907 .	19,229 53	
		357,393.05
Less interest on Bonds and other interest		121,193.00
		$236,200.05

The Company's net profits, as certified by Messrs. Clarkson & Cross, of Toronto, for the years 1903-5, and by Messrs. Riddell, Stead Graham & Hutchinson, C.A., of Montreal, and by Mr. J. Maxtone Graham, C.A., of Edinburgh, for the year 1906-7, have been as follows:—

Year ending 31st Dec.,	1903	$1,954,351	...	...	$284,215
,, ,,	1904	2,142,171	...	...	285,306
,, ,,	1905	2,365,734	...	...	386,024
,, ,,	1906	2,403,783	...	...	335,031
,, ,,	1907	2,650,273	...	...	357,302
Average for five years	... ...	**2,304,462**	...	...	**329,353**

The amount necessary to pay the annual interest on the $2,000,000 of Five per cent. First Mortgage Gold Bonds is $100,000, thus leaving a surplus (after deducting $21,193 for other interest charges) of $236,200 (£47,240) to pay interest at 6 per cent. on $1,075,000 (£215,000) of Preferred Stock, or $64,500 (£12,900), or nearly four times the amount required.

Prospectuses and Forms of Application may be obtained from the Union of London and Smiths Bank, Limited, Princes Street, E.C., and their Branches; The Prudential Trust Corporation, Limited, 102, Fenchurch Street, E.C.; their Solicitor, Walter B. Styer, Esq., 11-12, Fenchurch Street, E.C.; and from the Brokers to this issue, Messrs. Myers & Co., 6, Throgmorton Street, London, E.C.

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SHIPPING NEWS.

JULY SAILINGS.

ALLAN LINE.—From Liverpool to Quebec and Montreal:—
July 17.—R.M.S. *Virginian.*
July 23.—S.S. *Tunisian.*
July 31.—R.M.S. *Victorian.*
From London to Quebec and Montreal:—
July 16.—S.S. *Pomeranian.*
July 23.—S.S. *Sardinian.*
From Glasgow to Quebec and Montreal:—
July 18.—S.S. *Hesperian.*
July 25.—S.S. *Ionian.*
DOMINION LINE.—From Liverpool to Quebec and Montreal:—
July 16.—S.S. *Canada.*
July 23.—S.S. *Southwark.*
July 30.—S.S. *Dominion.*

ANSWERS TO CORRESPONDENTS.

Replies to Queries from Correspondents are not made by letter except in very exceptional cases. Copies should be kept of all letters of inquiry, and each question should be numbered. Letters, which should be marked "Inquiry" in left-hand top corner, should be accompanied by the Special Coupon to be found in another part of this issue.

J. D. M. (Liverpool).—The estimated population of Winnipeg at the commencement of this year was 111,730; at the last Dominion census, taken in 1901, it was 44,778.

G. S. F. (Paris).—Three Rivers is the largest city in the province of Quebec after Montreal, Quebec and Sherbrooke. It was founded in 1634 by Laviolette under orders from Champlain. The fire on June 22 destroyed the heart of the city and the parish church, which was the second oldest in the Dominion. Over one thousand people had their homes burned.

G. T. W. (Bedford).—Lake Superior is the largest and has a maximum depth of 1,000 ft. Length, 390 miles; breadth, 160 miles; its area is 31,420 square miles, and the circuit round its shores is about 1,750 miles. Passenger steamships as large and well fitted as many transatlantic steamships ply between Sault Ste. Marie on the east to Port Arthur and Fort William on the west. In going to Winnipeg in the summer months many persons break their long railway journey by crossing the lake in one of these fine vessels.

H. E. K. (Batley).—If your $20 bill was issued by the Federal Government it should be worth its face value. Any firm of money brokers would advise you concerning this.

PATRIOTIC LEAGUES AMALGAMATE.

A special meeting of the Council of the Victoria League has been held to consider the question of amalgamation with the League of the Empire, when there were present over a hundred members of the Council. Lady Jersey, the president, in opening the proceedings referred to the general feeling as to the desirability of union in the public interest, and gave an account of the recent negotiations between delegates representing the two Leagues. The report of the delegates containing a scheme for the amalgamation of the two Leagues was unanimously adopted.

CANADIANS IN LONDON.

The following Canadians have registered at the High Commissioner's Office, 17, Victoria Street, London, S.W.:—
G. H. and S. Watson, Toronto—Grand Hotel.
Mr. and Mrs. J. Sclater, Vancouver—Sainsbury Hotel, Bloomsbury.
Mr. and Mrs. E. E. A. Du Vernet, Toronto—Marshall Thompson's Hotel.
A. Glazebrook, Toronto—76, Elm Park Road, S.W.
Mr. and Mrs. R. F. C. Picard, Montreal—36, Woburn Place.
E. P. Brownell, Toronto—68, Gt. Russell Street.
J. J. Harpell, Toronto—Hotel Cecil.
J. H. Ingersoll, St. Catharines—University Hotel.
J. B. McLeod, Toronto—University Hotel.
A. G. Johnston, Montreal—Hotel Cecil.
Rev. C. W. G. Eifrig, Ottawa—10, Leighton Crescent.
Mr. and Mrs. W. Pace, Winnipeg—37, Norfolk Street.
J. A. Cameron, Montreal—Grand Hotel.
Capt. A. C. Gibson, Toronto—117, Piccadilly.
Mr. and Mrs. W. G. Harris, Toronto—Cosmo Hotel.
Mr. and Mrs. J. W. and J. Ludlow, Winnipeg—9, Chepstow Crescent, W.
Mr. and Mrs. W. E. Watson, Oakville—20, Woodberry Grove, N.
G. St. Clair, Red Deer—8, Stockwell Park Walk, S.W.
Mr. and Mrs. F. Bullen, Victoria—Hotel Metropole.
G. Gow, Toronto—17, Aldersgate Street.
Mr. and Mrs. J. Thomson, Toronto—61, Praed Street.
Mr. and Mrs. T. E. Leather, Hamilton—28, Bedford Place.
S. C. Watson, Toronto—Manchester Hotel.
W. E. Peterson, Montreal—125, Ebury Street.
W. A. and A. J. Merrill, Montreal—34, Guilford Street.
Mr. and Mrs. J. and Miss D. Brodie, Quebec—25, Granville Place.
Rev. F. A. P. Chadwick, Windsor, Ont.—12, Princes Square.
Mr. and Mrs. E. H. Turnbull, Montreal—Broadwalk Hotel.
G. C. Campbell, Toronto—Hotel Metropole.
E. H. Leighton, Toronto—Gamage Building.
J. B. Cowan, Toronto—Faulkner Hotel.
H. N. Gillespie, M.D., Kingston—Moorfields Hotel.
Mr. and Mrs. C. H. Frost, Smiths Falls—Hotel Metropole.
Mr. and Mrs. N. Bate and H. Bate, Ottawa—White Hall Hotel.
Mr. and Mrs. A. F. Rutter, Toronto—Savoy Hotel.
E. A. Wood, Halifax—Kingsley Hotel.
Mr. and Mrs. W. H. Soper, Halifax.
Rev. F. G. and Mrs. Vial, Lennoxville—52, Upper Bedford Place, W.C.
Mr. and Mrs. Archer, and Miss J. Pelletier, Montreal—Hotel Metropole
J. M. Gunn and F. P. Riddell, London Ont.—Taverner Hotel.
E. A. Clayton and J. Ellison, Vancouver—44, Allbourne Road, W.
Rev. G. P. Woollcombe, Ottawa—36, Craven Street.
D. M. Johnson and E. M. Johnson, Montreal—27, Montague Street.
J. M. McKim, Toronto—27, Craven Terrace, W.
D. B. Stewart, Charlottetown—Ivanhoe Hotel.
L. A. Holland, Montreal—Ivanhoe Hotel.
Mr. and Mrs. E. P. Davis, and Miss D Davis, Vancouver—Westminster Palace Hotel.
T. Brosseau, Montreal—Carlton Hotel.
Mr. and Mrs. J. Martin, Vancouver—Bailey's Hotel.
The Hon. Justice, the Misses, and Mr. K. B. Maclaren, Toronto—20, Granville Place, W.
Mr. and Mrs. E. W. Owen, Montreal—7, Endsleigh Street.
A. Wilson, M.D. Montreal—121, Park Road, Regent's Park.
R. M. Dickinson, Coutts, Alta—62, Drayton Gardens.
Rev. A. E. Rollit, Montreal—31, Upper Bedford Place.
L. C. Hodgins and Miss Hodgins, Chatham, Ont.—13, Upper Woburn Place.
Lieut.-Col. and Mrs. Wolfenden, Victoria—Thackeray Hotel.
Mr. and Mrs. R. F. L. Picard, Montreal—36, Woburn Place.
Mr. J. S. Hamilton, Brentford—95a, Chancery Lane.
Dr. G. E. and Mrs. Wilson, Toronto—43, Upper Bedford Place.
M. Furlong, K.C., St. Johns, Newfoundland—Hotel Cecil.
Mr. J. N. Joseph, Montreal—71, Princes Square.
Miss G. Gooderham, Toronto—Hotel Metropole.
Miss L. Livingstone, Toronto—Hotel Metropole.
G. A. B. Hall, Nelson—Thackeray Hotel.
J. F. McLaren, Toronto—The Alexandra Hotel.
George Anderson (Toronto), J. Aspinall (Tilsonburg), P. Bawden (Ridgetown), W. Chater (Walkerville), H. Creighton (Toronto), Dr. J. W. Edgar (Hamilton), A. Faill (Stratford), A. Gemmell (Toronto), J. G. Hay (Owen Sound), S. J. Ingsater (St. Catherines), John McDonald (Tilsonburg), J. A. Ogilvie (Brantford), Dr. J. Russell, Captain (Hamilton), F. Smoke, Secretary (Paris), A. M. Smith (Acton), James Scott (Hamilton), James Trow (Stratford), E. P. Watson (Paris), W. A. Wilkes (Toronto), A. Yule (Harriston), John Russell (Hamilton), members of the Canadian Bowling Team—Arundel Hotel. The ladies accompanying the players are:—Mrs. Anderson, Mrs. Chater, Miss Edgar, Mrs. Faill, Miss Hay, Mrs. Ogilvie, and Mrs. Trow.

WOLFE AND MONTCALM MEMORIAL.

At a meeting of the Committee of the Wolfe and Montcalm Memorial held last week subscriptions to the amount of £734 were announced as having been received during the week, including the following: the Duke of Westminster, £100; the Duke of Devonshire, £25; the Earl of Elgin, £25; the Earl of Dudley, £25; the Marquis of Anglesey, £50; Mr. Otto Beit, £25; Messrs. Barnato Bros., £50; *Standard*, £100; *Daily Express*, £25; and Lord Pirrie, £20. Further contributions may be sent to the hon. secretaries, Mr. A. M. Grenfell, 6, Princes Street; and Mr. J. Buchan, 35, Paternoster Row; or to the "Wolfe and Montcalm Memorial Account" at the Bank of England.

As a commemoration of the Tercentenary and to aid the fund being raised in this country towards the Wolfe and Montcalm Memorial, the Victoria League has issued, at the price of 1s., a packet of twelve large picture cards, illustrating some of the events in early Canadian history. Each card tells its own story, and the series forms not only a valuable and unique souvenir, but would provide the basis for a most interesting lesson in Canadian history. With a view to their circulation in schools and among children, the League is willing to supply them at reduced rates to anyone ordering a dozen packets and upwards. Applications for the cards should be addressed to the Secretary, Canadian Tercentenary Fund, Victoria League, Millbank House, Westminster.

CANADIAN ASBESTOS.

A correspondent of the London *Times*, in an article upon the growing use of asbestos, says:—The Canadian and Italian varieties are superior in tensile strength and incombustibility to those from other parts of the world, and although the mineral has been found in South Africa, for which variety these merits are claimed, so far the samples imported from that country have contained an excess of oxide of iron which largely destroys the property of incombustibility and renders them useless for most of the purposes to which abestos is applied.

It has been stated that the Canadian variety is not entitled to be placed under the head of asbestos proper, but that it rather belongs to a serpentine rock called chrysotile. In Canada it is found in the eastern townships of Quebec, and especially in Thetford, Wolfetown, Coleraine, and Ireland, in that province. Owing to the situation of the Canadian deposits, they are easier to mine than the Italian variety; they are also easier to transport and to manufacture, with the result that the Italian quality is more expensive. The latter is principally used for the best classes of work. The production in Canada is constantly on the increase, and whereas in 1891 the total was 9,297 tons, in 1905 the output closely approached 40,000 tons. In Canada the asbestos is usually found close to the surface in horizontal layers embedded in rock up to 2.5in. thick, though the veins situated at greater depths are generally of superior quality. In the asbestos-bearing rock the veins can be seen to intersect the rock in every direction, rarely more than 3 in. to 4 in. in thickness. When mined or quarried it is in the form of compact blocks; the rock is removed by cobbing, and the asbestos is exported for manufacture. The pieces from the thicker veins are used for spinning, the shorter qualities being utilised for purposes where length of fibre is not so essential.

When received at the factory the asbestos is passed through disintegrators, and it is then spun and woven in much the same way as other fabrics are treated. When in the form of cloth it is manufactured into many descriptions of packings for cylinders, and also for manhole and other joints. In some of these packings indiarubber is introduced to afford greater elasticity, and in others brass wire is woven into the cloth, thus materially adding to its endurance. The cloth is largely used for fire-proof curtains.

Further particulars are to hand with regard to the accident which occurred recently on the Canadian Pacific Railway at Tottenham. It will be remembered that the westbound Winnipeg train, which left Toronto at 9.30, left the rails, and five coaches, including tourists and sleepers, were precipitated down an embankment of over 20 ft., turning completely upside down, one car going to the east side of the track and the other four to the west. The engine, baggage car and the last of the train remained on the track. Almost all the passengers, numbering about 200, had retired, which made the work of extrication more difficult, but in half an hour all had been taken from the wreck. There were a number with broken limbs and bad scalp wounds, numbering, says the *Toronto World*, probably 15, of a serious nature, with a total of at least 40 injured. It is considered providential that no deaths and comparatively few serious injuries occurred in so serious an accident.

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ENQUIRY COUPON.

"CANADA," No. 131, July 11, 1908.

This coupon must be cut out and enclosed in any letter of enquiry.

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CANADA

No. 132. SATURDAY, JULY 18, 1908. Vol. XI. 6D. WEEKLY.

IN A "CORN PATCH."

GATHERING INDIAN CORN: A CANADIAN DELICACY.

Every garden in Canada has its "corn patch," or piece of ground devoted to the cultivation of Indian corn. The corn is planted in rows some three feet apart and gro

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THE PREFERENTIAL LOAF.

NOTHING could be more amusing that the amazement of the so-called "Free Traders"—really, the term should never be used, even in jest, "Free Importers" being the only scientifically accurate appellation—at the way in which their cry of the "Big and Little Loaf" has been turned against them. It is to be hoped that candidates at British by-elections will continue to lay stress on the fact that the Preferential Loaf will be as much bigger than the Free Importers' Loaf (which working-men who have the good fortune to be employed can buy under the present dispensation) as the latter is bigger than the Corn Law Loaf, the smallness of which was largely due to the inadequacy of the world's supply of wheat sixty years ago. Also it is to be hoped that they will always be careful to explain how and why this should be.

In the past the industry of growing wheat for export migrated from the East to the West of America, from small scattered areas to vast level plains of apparently inexhaustible fertility. It was not until that industry went to the Western prairies that harvesting machinery was invented, and its use enabled production-costs to be cut down to their present level. It was this double economic change—the transference to a more suitable locality, and the invention of suitable machinery—that enabled the world's supply of wheat to catch up with the demand in the last two decades of the nineteenth century, and so caused prices to fall to the present level. To-day, however, the wheat production of the Western States, which has passed its maximum, is beginning to decline for two reasons. In the first place, the wheat-growing areas there have become partially exhausted and weed-infested, owing to careless cropping by farmers who had no knowledge of scientific agriculture. Secondly, maize is conquering territory from wheat in the American West at the rate of 400,000 to 600,000 acres per annum. It follows that, if the Mother-country continues to rely on the Western States as a main source of supply, she will have to face a gradual rise in the wheat prices which are still, as everybody knows, "made" at Chicago.

Of course, the growing wheat-production of Western Canada acts as a palliative, and retards the rise in the price which has already become visible to far-sighted dealers. But, at the rate this growth is proceeding, it cannot well obliterate the effects of the economic changes that are occurring in the Western States. It follows that we must contrive to accelerate its rate if we wish to keep the price of bread at its present level. In the opinion of all competent authorities, who are personally acquainted with the industrial problems of the Western portion of the North American continent, the imposition of a small duty (2s. would be ample; even a margin of 1s. might suffice) on foreign wheat entering the British market would have the desired effect. It would give the farmer of Western Canada the turn of the market, vastly increase the influx of immigration into his country across the international boundary-line, and in the end transfer the industry of growing wheat for export from the Western States to the Empire's half of the prairie-region, with its better soil and better climatic conditions and nearer approach to the northern limit of wheat-cultivation. The last is the all-important consideration. To-day the average yield per acre in Western Canada is *just double that in the Western States*, and the product of the former is superior also in quality, 50 per cent. of Western Canada's wheat being No. 1 Hard in a good season, as compared with 2 per cent. of the wheat of the Western States. Production costs are about the same in either country. It is hardly necessary to explain why this difference exists. No law of scientific agriculture rests on a surer basis of observed fact, or is better known, than that which asserts that a main factor in yield per acre is the distance from the northern limit of cultivation. Two perfect grains and an imperfect one is the average contents of a spikelet of wheat in the Dakotas. In the Saskatchewan Valley four perfect grains is the average. British Tariff Reformers should procure specimens of these spikelets to show the electors. It would be a good object-lesson in the advantages of the Preferential Loaf.

Give preference to Western Canada, and it is obvious that the transference of wheat-growing for export across the 49th parallel of latitude will increase the world's supply of wheat to as great an extent as did its migration from the Eastern to the Western States. The rise in price, which must inevitably continue under existing conditions, will be arrested and then changed to a fall. What, then, becomes of the Canadian farmer's profit? is a question that is naturally asked. The answer is easily anticipated. Despite a smaller price per bushel, his profits are increased because he can work on a broader basis of production. And he is willing to pay us for this boon by putting pressure on Ottawa to increase the Canadian preference to the British manufacturer. It seems paradoxical to think that the British consumer (who is also a producer, though Free Importers always ignore the fact) will get a bigger loaf and cheaper tea and, as a reward for getting them, a better chance of selling the wares he makes in the rapidly expanding Canadian market. But science is full of such apparent paradoxes, which can always be "resolved" (to use the logician's phrase) by the exercise of ordinary intelligence. On the value of the results

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flowing from the supremacy of the Preferential Loaf it is not necessary to enlarge. Obviously, it will be profitable in every way to secure for the Empire a monopoly of the industry of wheat-growing for its own use. Not one of the countries constituting our Imperial polity—with the possible exception of Canada, which, however, lacks a foothold in the Tropics—can well become entirely self-supporting. But, by the operation of Imperial Preference, the Empire itself should become self-supporting and economically self-contained.

—— ** ——

NOTES OF THE WEEK.

The Prince of Wales's Visit to Canada. The departure of the Prince and Princess of Wales from Portsmouth for Quebec on Wednesday marks the beginning of the Tercentenary celebration as far as the Old Country is concerned. The year 1908 will be made memorable in the annals of Canada. Not only will the tie between the Old Country and the Dominion be strengthened—there are not wanting those who talk about the tie growing weaker, but they are the insignificant few—but the *Entente Cordiale* and the Franco-British Exhibition have made the relations between France and Great Britain warmer than they have ever been. The latter fact, of course, is reflected in Canada, where it goes to soften any race rivalry or jealousy there may be between the two nationalities who have built up the Dominion. There is in reality little or no conflict between the two races, which fought so stubbornly a century and a half ago for the possession of Canada. In this respect Canada is a standing example to other countries—South Africa, for example—where there is a race problem. Canada has found the truth of the old adage, "Unity is strength." Both races vie in loyalty to the Empire, and the Prince and Princess of Wales will be welcomed with as much enthusiasm in Quebec as they would be in Ottawa or any other town where the English Canadian predominates. Indeed, from all accounts, Quebec is going to beat all Canadian records in the hospitality and entertainments she is to offer to her Royal guests. On the other hand, it is a fitting acknowledgment by the Old Country of the greatness and loyalty of the Dominion that the Prince of Wales should personally attend the celebrations, and that the Old Country should also be represented by her finest soldier in the person of Lord Roberts and her premier Duke, the Duke of Norfolk.

* * *

Bobs Bahadur. Lord Roberts, who started last week on his way to Quebec, will be sure of a very hearty welcome. Canadians are anxious to see the man who turned the tide in the South African War. It is curious to remember that when Lord Roberts was appointed to the command of the troops of South Africa, to the great bulk of Canadians he was quite unknown, although in the old country he had for years been the idol of the Army and the most honoured servant of the Sovereign. Lord Roberts's successes in the Afghan War had either made no impression in Canada, or had been forgotten. So completely oblivious of the past record of this popular General were the Canadians generally, that the writer remembers one gentleman asking "Who's Lord Roberts, anyway?" when the prophecy was made by a friend that Lord Roberts's appointment would put things to rights in South Africa. Now, however, things are different: Lord Roberts is a hero whom all Canadians yearn to see and to cheer. And "Bobs Bahadur," as Lord Roberts was nicknamed in India, will, if we mistake not, be astonished at the warmth of his reception. Canadian papers say that he is to be the lion of the celebrations. We are glad to think that Lord Roberts is to make the acquaintance of the Canadian people, and we hardly know which to congratulate the most, the guest or the hosts.

* * *

The Awakening of the Board of Trade. The appointment of Mr. Richard Grigg to be Resident Trade Commissioner in Canada is doubly welcome. In the first place the creation of the post is a step in the right direction, and one that has been persistently demanded for some time past; secondly, in Mr. Richard Grigg the right man has been found for the post. It is a matter for heartfelt congratulation that the Board of Trade has even at the eleventh hour awakened to a sense of its responsibility. It is useless to talk of trade within the Empire if we take no steps to facilitate that trade. The department should be much more in reality a Board of Trade, more representative of the trade of the country than it is. But it is hardly necessary to point out now the crying need for such an appointment as that just made; it has been too often and too insistently proclaimed. In reply to oft repeated petitions the Board of Trade, it will be remembered, sent out Commissioners to South Africa, Australia, and Canada, to report on the conditions of trade in these portions of the Empire. Doubtless it was largely owing to the reports of these Commissioners that the new appointment has been made. Mr. Grigg's report on the trade of Canada was particularly able, and recently he has made a report on the trade of Newfoundland, a summary of which we publish this week. Mr. Grigg's appointment comes as no surprise to those who know his admirable work. He is, we understand, to have the assistance of representatives in the principal cities in the Dominion, and it will be their business to keep him in touch with local trade conditions. A new era ought to dawn for the British exporter when Mr. Grigg has settled to his work. At present British exporters are handicapped in the competition with their United States rivals. The latter have their consuls all over the Dominion, whose trade reports are most valuable, and whose advice is eagerly sought by American manufacturers. Great Britain has, of course, no consuls within the confines of the British Empire. Moreover, it is doubtful whether consuls, if they existed, would quite fill the place that Mr. Griggs is meant to fill. British consular reports are often the subject of much dissatisfaction; and it is notorious that not sufficient importance is attached to the duties of the Consular service, nor is sufficient care taken over the selection of the members of it. At least Mr. Grigg is a man who has shown his ability to fill his new appointment. We hope his appointment will be the prelude to the establishment of Resident Commissioners in other parts of the Empire, who can materially assist the British exporter to hold his own against foreign competitors.

* * *

Dear Beef. The demand that the British market shall be opened to the importation of Canadian store cattle is growing in strength, and there seems to be every prospect of a vigorous agitation on the subject. For once in a way the subject seems to be treated on its merits, and not as a party question, for we see Conservatives, Liberals, and Labour members indiscriminately taking part in the movement. The matter does not seem to be generally understood. The price of beef goes up, and there is an immediate outcry against trusts. But we must go further than that to get at the real cause of the rise in price. Great Britain requires more beef than the country can supply, and has looked mostly to the United States to make up the shortage. The monetary crisis in the United States disorganised various trades, and the cattle trade did not escape. Much stock was sold which would in the ordinary way have been kept; and the United States found themselves short in their home supply, and have gone to Argentina and Canada for more. There is, therefore, less beef to be had for England. Lord Robert Cecil, in the House of Commons last week, asked for a Select Committee to inquire into the whole question, but Mr. Asquith doubted whether such an inquiry "would be productive of useful results," and referred the questioner to the Boards of Agriculture and Trade. It is to be hoped that the question will not stop here, for the opportunity is too good to be passed over for the rescission of the embargo against Canadian cattle. A measure to that end would be a boon to both Canada and the Old Country, and when the quality of Canadian cattle has been fairly put to the test there will be no question of re-imposing the restrictions.

* * *

The Growth of Montreal. Many stay-at-home Britons believe that the West is the only growing portion of the Dominion, but there could be no greater mistake. According to the latest Government returns, the aggregate value of new buildings in Toronto put up in the last departmental year exceeded the figures for Montreal, but if the rapidly-extending suburbs of the great sea-port be included in the computation—as Toronto's suburbs were—Montreal leads all the cities of Canada in this symptom of progress. Obviously Montreal is destined to be the New York of the Dominion. And in many ways it should become the successful rival of the great American port. Only the other day the *Boston Herald*, speaking of the abandonment of New York by the White Star Line freighters because grain can be loaded 2½ cents a bushel cheaper in Montreal, prophesied that the Canadian port is bound to become the outlet not only of Canada's agricultural areas, but also of the northern grain-fields of the United States. No doubt the improvement of the Erie Canal will help New York, but an enlarged Welland Canal, with improvements in the navigation of the Upper St. Lawrence, will be more than a set-off against this gain.

* * *

Civil Service Reform. Mr. Sydney Fisher's Bill to amend the existing law for appointing members of Canada's Civil Service seems a well-planned and well-drawn measure. It introduces a system of competitive examination, arranges that promotion should be solely a question of merit, reclassifies the entire public service, and makes a much-needed all-round increase in salaries. The examinations are to be conducted by an independent commission resembling that which exists in the Mother-country. Mr. Fisher is unquestionably one of the ablest members of the Cabinet, and his Bill bears many traces of his thorough knowledge of British methods in the appointment of the nation's civil servants. It is perhaps to be regretted that it does not apply to outdoor service. But it will effectually prevent the spread of the "spoils system" in Canada, and "Orpheus C. Kerr" will not vex the souls of Ministers so much as has been the case in the past, when the Bill goes on the Statute-book.

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Planing down the Grades. Not the least important result of the building of the Grand Trunk Pacific, with its maximum gradients of four-tenths of 1 per cent., is the fact that it has set railway men thinking of the costliness of heavy gradients. One has a vision of the managers of other Canadian railways on their knees, busily engaged with a gigantic jack-plane in making the rough places smooth, and thus reducing coal consumption, wear and tear of locomotives, etc., for their own advantage, and also for that of the public. Heavy gradients mean high freight-rates, and it would be well if the rule of nothing more than four-tenths of 1 per cent. became general throughout the Dominion. The national portion of the new transcontinental route, which is being built from Winnipeg to Moncton, will observe that rule, and we notice that the Premier of Nova Scotia, the Mayor of Halifax, and other well-known men, have been waiting on the Minister of Railways in order to urge the importance of reducing the gradients on the Intercolonial in the Cobequid Hills district. The Intercolonial does not pay its way, for reasons into which it is unnecessary to enter, and it is questionable whether the required expenditure by the nation can be justified in this case. But there is no denying that it is a first principle of railway economics that gradients should be reduced as far as possible. Until the Grand Trunk Pacific, Canada's true freight-route, began to be constructed, even the keenest railway men in the Dominion had not quite realised its importance.

* * *

Canada's Drink Bill: The Toronto *Globe* publishes some interesting statistics, according to which Canada's consumption of spirits and tobacco declined during the last year, while the consumption of beer and wines showed a slight increase. The consumption of spirits during the year was .880 of a gallon per head of population, against .947 the year previous. Beer was consumed to the amount of 5.812 gallons per head, while the year previous the amount was 5.585 gallons. The consumption of wine was .096 of a gallon per head, against .092 the year before. The average amount of tobacco consumed was 2.898 pounds per head, while the year previous it was 2.953 pounds. These figures seem to show, not so much that Canadians are becoming teetotallers, as that beer and wine are taking the place of spirits. One might be almost tempted to ask whether Canadians are not beginning to set as much store on the lager beer from St. Louis as the Yankees do upon Canadian rye whisky. The statistics do not tell us whether the beer is home-brewed or imported, but for the sake of the brewing industry of Canada it is to be hoped that it is the home-brewed that is being consumed in increasing quantities.

* * *

A Postage Stamp no Longer. Manitoba, which has long been dubbed the "Postage Stamp Province," will soon be in a position to lose her nickname. According to Sir Wilfrid Laurier's statement in the Dominion House of Commons, Manitoba, which has hitherto been hemmed in on every side, and has, at least on the map, appeared to deserve the nickname she has borne, is at least to be allowed to expand and actually to reach the seaboard. Keewatin, south of the 60th parallel, is, according to the new scheme, to be divided between Manitoba and Ontario. Manitoba obtains an addition of 180,000 square miles, while Ontario, which one would have thought was large enough already, gets an addition of 140,000 square miles. The two Hudson Bay ports, Fort Churchill and York Factory, fall within Manitoba's new territory. This increase of territory means much to Manitoba, and the province should rapidly increase in prosperity: for, though access to Hudson Bay may not prove of such great value as its advocates claim, at least for four or five months in the year the province will have cheap transit to Europe for her grain. Manitoba's new hinterland is rich in lumber, the consumption of which is ever increasing in the prairie provinces, and there are good grounds for anticipating valuable mineral discoveries.

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MR. TAFT'S CANADIAN HOME.

To the inhabitants of the little French-Canadian village of Murray Bay the elevation of Mr. W. H. Taft to the United States presidency would be at once a source of most intense pride and of keen regret—of pride because in his fifteen summers' residence among them he has won the esteem and affection of all classes, and of regret because of the certain separation from them which his election as President would involve. When Mr. Taft established his summer home at this picturesque village on the Lower St. Lawrence he was a judge on the bench of the State of Ohio, but for several seasons past a modest little cottage among the rocks and the spruces overlooking the swift-running river has been the summer headquarters of the United States War Department. The daily routine of its big, good-natured resident has begun at seven o'clock in the morning with the disposal of whatever matters have been referred to him from Washington. Then he breakfasts, and after breakfast, rain or shine, makes his way to the golf links for a full morning's outing. The Murray Bay links are surrounded by a thousand hills, and to go round the eighteen-hole course gives one a taste of mountain climbing, ditch jumping, and a variety of other exhilarating exercises for three hours. Mr. Taft's usual adversary is Justice Brewer, one of the most distinguished jurists of the U.S. Supreme Court bench. The pleasures of Murray Bay include golf, fishing, driving, and mountain climbing, and he has enjoyed every one of them to the full. He has often given it as his conviction that the cool, fresh air of the St. Lawrence River and the Laurentian Hills is the best medicine in the world, and those who have tasted the tonic will most of them be found ready to back up Mr. Taft's judgment in the matter.

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THE EXTENSION OF THE PROVINCES.

A telegram from the *Times* Ottawa correspondent states that Sir Wilfrid Laurier submitted to the House of Commons on Monday the Government's proposals regarding the extension of the boundaries of Manitoba, Ontario, and Quebec. In brief, Keewatin, south of the 60th parallel of latitude, is almost equally divided between Manitoba and Ontario, while Quebec gets the whole of Ungava. Manitoba's new territory includes two Hudson Bay ports—Fort Churchill and York Factory. Sir Wilfrid Laurier said that they were old avenues of the Western fur trade, and traditionally belonged to Manitoba. Manitoba, by these changes, secures an addition of 180,000 square miles, Ontario 140,000, and Quebec 446,000, of which 180,000 are water. This will make Quebec the largest province territorially in the Dominion. The Premier declared that there was no white population in Ungava, and little prospect of immigration unless mineral wealth should be discovered. Had there been any population in Ungava it would have been raised into a separate province. The Dominion would retain the public lands in the area added to Manitoba, but Manitoba would receive monetary compensation for losing them.

Mr. Borden, Leader of the Opposition, thought that the dispute with Newfoundland over the Labrador boundary should be settled before Ungava was transferred to Quebec.

In the subsequent discussion an important constitutional point was developed, several maritime provincial members pointing out that should Ungava, as a portion of Quebec, in time acquire a large population, the effect would inevitably be to disturb the basis of representation, and further to reduce the number of members from New Brunswick, Nova Scotia, and Prince Edward Island. Mr. Fielding, the Finance Minister, declared that an understanding must be reached with Quebec upon this point in order that no disturbance in the representation of these provinces in the House of Commons might take place.

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THE TARIFF ON WOOL.

In the Dominion House of Commons on Monday, in reply to a member who asked whether the Government proposed giving tariff relief to the Canadian woollen industry, Sir Wilfrid Laurier said that there would be no legislation on the subject during the present session, as the prorogation would take place on Saturday, July 18.

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DISASTROUS FOREST FIRES.

Villages and a Train Destroyed.

Heavy losses have been caused by forest fires in the Province of Quebec, on the south shore of the St. Lawrence. The villages of Carmel and Daveluyville, with their saw-mills, have been destroyed, together with many square miles of valuable forest. An Inter-Colonial railway train was delayed for thirty-six hours awaiting a chance to go through thirty miles of burning wood. Another train with twenty-six cars has been destroyed at Carmel.

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TWO CANADIAN APPEAL CASES.

Two Canadian cases have been within the past few days before the Judicial Committee of the Privy Council. One of them—Fulton v. Norton—was an appeal from a judgment of the Supreme Court of Canada of June 24, 1907, reversing a decision of the full Court of British Columbia. The appellant, the Hon. Frederick J. Fulton, was formerly Provincial Secretary of British Columbia, and the respondent, Mr. Norton, is a timber man. The question in dispute was one with regard to the non-renewal of a timber licence, and the delay in presenting a petition to the Lieutenant-Governor on this subject. The Lord Chancellor, after hearing the arguments of counsel, said that their lordships would advise His Majesty to dismiss the appeal and the appellant would pay the costs. The other case—The King v. McLean—had to do with Mining Regulations in Canada, and was an appeal from a judgment of the Supreme Court of Canada of May 7, 1907, reversing a decision of Mr. Justice Burbridge. The question turned on the construction of a lease granted by the Crown. The Lord Chancellor, in giving their lordships' judgment, said that they were not able to advise His Majesty that the appeal should be allowed, and he added that he thought that the Crown ought to pay the costs.

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The Olympic Games: CANADIAN SUCCESSES.

Shooting Contests at Bisley.

The Canadian six, selected from the Dominion Bisley team to shoot in the great international contest held at Bisley in connection with the Olympic Games, were successful in winning third place only. The match, which consisted of two stages—fifteen shots each at 200, 300, and 500, and a like number at 800, 900, and 1,000—was won by the United States with a score of 2,531, with the United Kingdom team second with 2,496. The Canadian team, who receive bronze Olympic medals, were third. The following are the individual Canadian scores:—

	200 yds.	300 yds.	500 yds.	800 yds.	900 yds.	1,000 yds. Tl.
Sgt. W. A. Smith, Ottawa.....	71	72	70	75	72	61—421
Capt. C. R. Crowe, Guelph.....	69	66	71	74	65	70—415
Pte. B. M. Williams, N. Scotia	71	74	70	74	67	58—414
Cpl. D. A. McInnes, Edmonton	68	73	73	74	65	60—413
Pte. Eastcott, Montreal	69	63	65	70	64	61—392
St. Sgt. Kerr, Toronto	64	70	65	67	61	57—384
						2,439

With the exception of Sgt. W. Leushner, of New York who made the highest aggregate in the match, Canada obtained the best individual score at 1,000 yards—namely, 70, which was made by Captain Crowe, of Guelph.

Several Canadians made good scores at the Olympic shoot at 1,000 yards, but none were able to obtain any prize. The winner was Colonel J. K. Millner, late of the King's Royal Rifles, who obtained 98 points. The nearest Canadian, who was eighth, was St.-Sgt. Kerr, who obtained 91; Sgt.-Major F. W. Utton, 90; Capt. C. R. Crowe, 90: Arm.-Sgt. S. S. Brown, 89: Corpl. D. A. McInnes, 87; and Sergt. F. H. Morris, 86.

Canadian Wins the Clay-Bird Shooting.

A Canadian team obtained second place and silver medals in the clay-bird shooting at Uxendon Shooting Club, the United Kingdom being first with 407 points. The Canadians, who consisted of Messrs. W. H. Ewing, G. L. Vivian, G. Beattie, W. E. Fletcher, A. W. Westover, and D. Mackon, obtained 405 points.

The individual competitions were conducted in three stages. In the first stage each competitor shot at thirty birds in two rounds of fifteen birds each. The second stage consisted of twenty birds per man, fired at down the line, while in the third stage each competitor shot at twenty birds in two rounds of ten birds each, followed by ten birds per man at unknown traps and angles. The gold medal was won by a Canadian, Mr. W. H. Ewing, with a total score of 72, another Canadian, Mr. G. Beattie, winning the silver medal with a score of 60.

Their detailed scores were:—

	1st stage.	2nd stage.	3rd stage.	Total.
Mr. W. H. Ewing, Canada	27 ...	18 ...	27 ...	72
Mr. G. Beattie, Canada.....	21 ...	17 ...	22 ...	60

Mr. Mackon obtained 50 points and Mr. G. L. Vivian 44.

Triumph for the Ross Rifle.

Mr. F. W. Jones, of the National Rifle Association, who was the winner of the Halford Memorial Challenge Cup and £15, used the Ross rifle, which is the arm adopted by the Canadian Government, and is manufactured at Quebec.

The competition was open to all-comers, fifteen shots each at 900 and 1,000 yards. Mr. Jones made 75 and 72. He followed up his success in the "Edge" rifle match, considered the stiffest of all the long-distance trials, making 73 out of a possible 75 at both the 1,000 and 1,100 yards ranges, and winning the prize with 146 points, the next best score being 142.

AT THE STADIUM.

The Olympic Games began in the Stadium on Monday, when the King, who was accompanied by the Queen, the Prince and Princess of Wales, the Crown Prince and Princess of Greece with their children, the Crown Prince and Princess of Sweden, the Duke and Duchess of Connaught and Princess Patricia, and Princess Louise (Duchess of Argyll) and the Duke of Argyll, declared the fourth Olympiad open.

The Canadians were heartily cheered as they marched in the procession of athletes round the track, saluting the King and Queen and the other members of the Royal Family as they passed the Royal box.

The only events in which the Canadians have figured so far have been the 1,500 Metres Flat Race and the 2,000 Metres Tandem Bicycle Race, Throwing the Hammer, and the 3,500 Metres Walk.

The 1,500 Metres.

Four Canadians entered the 1,500 Metres. Of these F. Meadows, who ran in the first heat, obtained third place, being beaten by J. P. Sullivan (U.S.A.) and J. D. Lightbody (U.S.A.) by about twenty yards. The fifth heat was won by J. Tait, of Toronto, in 4min. 10 3-5sec. from J. Nagy, of Hungary, A. G. Ragueneau (France), and F. Svanstrom (Finland). Tait, who has done 4min. 5sec. in Canada won by fifty yards, not being extended. W. Galbraith, of Toronto, had the misfortune to be drawn in a heat with H. A. Wilson, of Great Britain and Ireland, who on May 30 last created a world's record for 1,500 metres on the Stadium track, his time being 3min. 59 4-5sec. Wilson now covered the distance in 4min. 11 2-5sec., winning easily. Galbraith was third. J. F. Fairbairn-Crawford (Great Britain and Ireland) was first in the eighth heat, and J. Fitzgerald, of Edmonton, who also ran, was not placed. In the final, Sheppard (U.S.A.), was first; H. Wilson (Great Britain), second; N. Hallows (Great Britain), third. Time, 4min. 3 2-5sec.

The only Canadians to enter in the 2,000 Metres Tandem Cycle Race were F. McCarthy and W. Andrews, who were, however, beaten by J. Matthews and L. Meredith. The time was 2min. 43 1-5sec.

Throwing the Hammer.

A Canadian success is to be recorded in the Throwing the Hammer, C. Walsh obtaining third place with a throw of 150ft. 1½in. J. J. Flanagan (U.S.A.), beating the Olympic record with 170ft. 4½in., was first. J. McGrath (U.S.A.) was second with 167ft. 11in. Flanagan also beat the best British Championship record and the best British amateur record.

3,500 Metres Walk.

G. Goulding, of Toronto, won his heat in the 3,500 Metres (3,825 yards) walk. Time, 15min. 54sec. In the final, however, he was not placed, G. F. Larner (Great Britain) being first; J. Webb (Great Britain), second and H. E. Kerr (Australasia), third. Time 14min. 55sec.

20 Kilometres Cycle Race.

G. Young (Canada) was third in his heat, being beaten by L. J. Weintz (U.S.A.) and F. Shore (South Africa); W. Anderson (Canada) rode third in another heat to A. Hanson (Sweden) and D. C. Robertson (Great Britain).

W. Andrews (Canada) won a heat in the One Lap Cycle Race.

The Olympic Regatta.

Canada is sending to the Olympic Regatta, which begins at Henley on July 28, an eight, a four, a pair, and two scullers, as follows:—

Scullers.
Lou F. Scholes, Toronto R.C., Toronto.
Walter Bowler, Don R.C., Toronto.

Pair Oar.
Argonaut R.C., Toronto.
Fred Toms, bow.
Buck Jackes, stroke.

Four.
Argonaut R.C., Toronto.
Gordon Balfour, bow.
B. R. Gale.
Charlie Riddy.
Geoffrey Taylor, stroke.

Eight.
Argonaut R.C., Toronto.
T. Kertland, coxswain.
J. Robertson, bow.
Geo. Wright.
J. Thomson.
Ike Lewis.
G. Balfour.
B. R. Gale.
C. Riddy.
G. Taylor, stroke.

Scholes won the Diamond Sculls at Henley in 1904. The Canadian oarsmen arrived at Henley on Tuesday.

Lawn Tennis.

Of the two Canadians left in the Olympic competitions when we went to press last week, R. B. Powell, of Canada, was beaten by G. A. Caridia (British Isles) in the third round of the Gentlemen's Singles (6-4, 3—6, 6—2, 6—4). Captain C. R. Brown, who reached the fourth round was beaten by the Rev. J. Richardson (South Africa) (6—3, 6—1, 6—0).

A dinner to Olympic competitors and officials was given on Tuesday night at the Holborn Restaurant, and was very largely attended. Lord Desborough, who was in the chair, proposed the toast of "The Olympic Games." One side of the Olympic movement, he said, was the athletic, the other was the getting together of people representing different nationalities in order to make friends with each other. During the stress of these great contests many points on which there was strong difference of opinion might arise; especially was this so in games where each man remembered that he had not only to do the best for himself, but that he was fighting for the flag he came here to represent; but he hoped they would all recognise that those who had been concerned in the great task of organising these games had but one object in view, and that was to carry the contests through without fear or favour.

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"Camping Out" in Canada: A HEALTH-GIVING HOLIDAY.

ALONG one of the myriad waterways which cover the whole Dominion from the Atlantic to the western boundary of Ontario creeps a small procession of laden canoes, carrying one of those merry camping parties that are such a feature of the summer holidays in the Dominion. The trees of the heavily timbered banks cast their reflections leaf by leaf and branch by branch upon the cool clear water, slipping so quietly away to join a bigger brother. Here and there, where the breeze catches the water, the ripples dance in the sunlight, and the drops from the plashing paddles seem to be showers of diamonds. The travellers steer to and fro across the stream, picking out the objects of interest and enjoying the wonderful sights afforded by Nature in her unspoilt lands. Here, skirting the shore, you observe the beauties of the flowers that bloom lavishly among the undergrowth in masses of white and pink and deeper magenta, and admire the russet-leaved wild vines or brilliant red berries that help to make the Canadian woods in autumn one mass of colour. Stealing into little bays where the tracks show that the moose comes there to drink and feed upon the lily-pods, one may sometimes startle one of these magnificent animals up to his beard in water munching away to his heart's content. If the sun is in his eyes and you paddle softly you may come to within thirty feet of him and admire his branching horns and luminous eyes; then seeing you, he will give a mighty snort and plunge ashore with huge bounds that send the water flying in showers. At another point a bear cub may be surprised among the berry bushes, who regards the intruders with wonder for a second or two, disappearing among the bush with the sidelong roll of his kind. Later, perhaps, the exploration of a sandy-beached bay will reveal a family of red deer—buck, doe, and tiny fawn—with their chestnut coats glistening in the sun as they drink.

The increasing roughness of the water has for some time apprised the travellers that they were approaching obstacles and that a portage would be necessary, and now around a bend in the river the rapids come in sight. For some hundreds of yards the water rushes and swirls over huge boulders that delay its progress, until it boils into a pool at the bottom and whirls off down stream in broken and precipitate career.

"A SMALL PROCESSION OF LADEN CANOES."

DISEMBARKING AT A PORTAGE.

Hauling the canoes ashore the party set out to make the portage. The sturdier members shoulder the heavier bundles, supporting them by a "tump" line over the forehead; the guides rest the canoes upon their shoulders—looking like giant beetles as they walk along the broken trail, and the whole trudge around the rapids until the next point of embarkation is reached.

Presently the stream debouches into a lake, its banks crowned with firs, across the tops of which the setting sun is flinging his last rays. Here a camping place is found. The first duty is to provide the cook with firewood, and then while the evening meal is being prepared, soft boughs of hemlock are collected for the beds, and the tents pitched.

Such a holiday as this is easily obtainable anywhere in Canada, where thousands of miles of waterways in such districts as the Thousand Islands, Temagami, and Algonquin National Park of Ontario, the Laurentians in Quebec, and the forests of Nova Scotia and New Brunswick are open to any camping party of tourists. There are no riparian owners to be considered, and one may land and camp at any point upon which the fancy settles.

In the whole of the country between Kenora—the recently adopted name for Rat Portage—and the Atlantic seaboard the most enjoyable "camping-out" trips are to be done with canoes or motor-boats. If the party does not propose going to very out-of-the-way parts, and if the men are sufficiently energetic to do the work of pitching tents, cutting wood, and cooking themselves, guides will not be necessary. To many minds this necessary work adds but a zest to the outing, and it is the possessors of such opinions who enter into the spirit of the outing and enjoy to the fullest every minute of their holiday.

Camping out from two weeks to a month is so universal a practice that the railway companies and storekeepers make special arrangements to supply every possible want. It is easy to get valuable and quite reliable advice as to the exact amount of supplies per head necessary for any camping trip, and the way of the camper is in every way made easy.

MAKING A PORTAGE OVER A CORDUROY ROAD.

Photographs specially taken for CANADA

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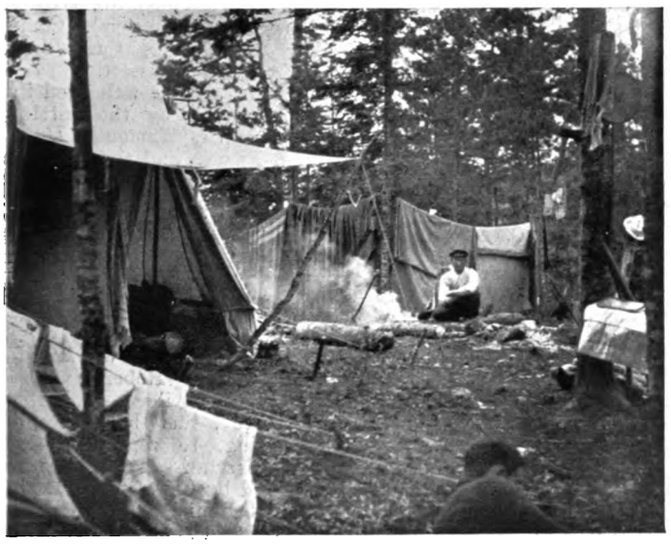
"Camping Out" in Canada: A HEALTH-GIVING HOLIDAY.

All the great railway companies in Canada, for instance, have special departments which cater for the tourist and camper, and those thinking of spending a holiday among the famous lakes and rivers of Ontario, instead of their usual trip to the Continent, should write to Mr. F. C. Salter, European traffic manager of the Grand Trunk Railway, and ask for some of the delightful booklets which will show how easily these beauty spots are reached, and the great attractions they offer to those who are fond of life in the open air.



PREPARING BREAKFAST.

Canadian ladies make such trips annually, and are to be found among the most ardent supporters of camping as a holiday. The cost of such tours is by no means prohibitive. The usual way of arranging such a holiday is in parties of two or four. Each canoe (18 feet long) is manned by two Indians, and accommodates two tourists and supplies for a ten days' trip. The expenses would be as follows:—Two canoes, 50c. per day, $10; one head guide, $2.50 per day, $25; three other guides, $3 per day, $60; rent of tent and fly, 50c., $5; rent of one tent for guides, 25c. per day, $2.50; rent of camp outfit (axes, pack-straps, cooking utensils), $7.50; making a total of $110.

Added to this will be the cost of supplies, and this will entirely depend on the varied tastes of the party—the supplies for Indians

THE DINNER TABLE.

are flour, pork, tea, and sugar. The guides are Indians and half-breeds who have followed this business for a living for years, and are thoroughly acquainted with the routes both as to dangerous parts, and to where the best fishing is to be had. They are intelligent, and always desirous of giving every comfort to their employers, and if required will do all the packing over portages, putting up tents, make comfortable beds, and do the cooking.

The commissariat department is relieved of the necessity of taking a quantity of tinned food by the fact that it is practically impossible to find in Canada any river or lake which does not yield edible fish, while many, of course, contain excellent brown trout and lake trout. In the autumn there are abundance of game birds as well as deer, so that it is then quite easy to keep the party in fresh meat. In addition, the wild berries of the woods are often eatable, and go far as a change of diet.

The charm of living for weeks under canvas in the summer in almost any portion of Canada is so much greater than is ever experienced by those in the Mother Country who adopt the open-air life, that it is difficult to convey in the medium of language how infinitely superior the great Canadian camping grounds are. The only way is to go and see for yourself. The man who has never lived for a few weeks surrounded by the fragrance of the pine; who has never been awakened before five o'clock by the sun shining from a cloudless sky, or who has never breathed the purity of the morning air, cannot possibly realise the feeling of physical well-being and the enormous improvement in the general health that is to be obtained by the expenditure of comparatively little money in Canada. It is advisable to choose some district lying at a good altitude, and also to delay starting until after the middle of July at the earliest, when the mosquito season is over, except in a very abnormal season. Let him observe these two rules and the camper can count with certainty upon, if not an unbroken spell of absolutely clear days, at least sufficient sunshine to make his outing entirely enjoyable and more health-giving than a dozen visits to German Spas.

UNE BONNE HISTOIRE.

The heavy dews and moisture-laden air, which are the chief drawbacks to living under canvas, are not found in any of the best camping districts in Canada, and there are many parts of British Columbia and the North-West where tents are unnecessary on account of the extreme dryness of the climate. For those who can undertake a lengthy camping trip—say a month or six weeks—there are many parts of Northern Ontario and Quebec where, in addition to the ordinary joys of outdoor life and the attractions for the sportsman,

A MID-DAY REST.

there is another attraction in the great mineral wealth of these districts, which offer opportunities of doing a little quiet prospecting for minerals, which may result in the discovery of valuable claims.

Photographs specially taken for CANADA.

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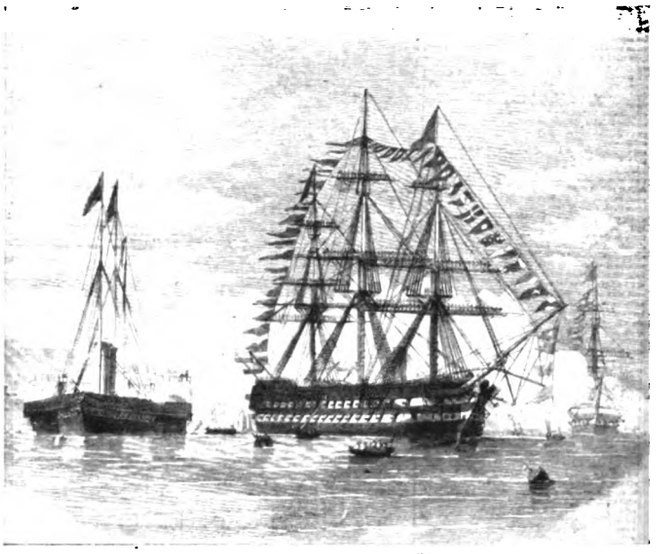
THE QUEBEC TERCENTENARY.

THE Prince of Wales received on Monday, at Marlborough House, a deputation from the committee for raising subscriptions in Great Britain towards the fund for a memorial to Wolfe and Montcalm on the Tercentenary of Canada. The deputation included Viscount Midleton, the Lord Mayor of London, Lord Strathcona, and Mr. A. M. Grenfell and Mr. John Buchan (honorary secretaries).

Lord Midleton, in requesting the Prince of Wales to convey to the Governor-General of Canada the sum of £10,000 already subscribed by over 20,000 British contributors, mentioned that 200 members of the House of Lords had contributed £1,700, and that nearly £300 had been received from the House of Commons, mostly in amount of one guinea. The Grand Trunk Railway had given £1,000; Sir Andrew Noble and other directors of Messrs. Armstrong, Whitworth, and Co., £150; and Messrs. Vickers, Son, and Maxim, £150; twelve City companies had given £600; over fifty units of the Army, including the nine regiments which served under Wolfe, had sent donations, and several contributions had been received from His Majesty's Navy. The Press had warmly supported the scheme, both by articles and donations; twenty Oxford Colleges had subscribed; and every boy at Eton, Harrow, and Winchester had placed his name on the list. The Victoria League had raised over £400 from 10,000 sympathisers in sums of 1d. to 1s. each. The contributors desired to express through His Royal Highness the feeling of respect and goodwill to the Canadian people, and the confidence and pride in the great future of the Dominion, which was felt by every class of the British people and by every school of political opinion.

The Prince of Wales, in expressing his acknowledgment of the gift, graciously consented to present the sum raised to the Governor-General with any further contributions which may be forwarded before the celebrations close.

Owing to the absence of the Fleet on manœuvres it was understood that there was to be little ceremonial at Portsmouth on Wednesday when the Prince of Wales embarked for Quebec. His Royal Highness and the members of his suite were to travel from London by special train sufficiently early to reach Portsmouth by eleven. Admiral Sir Arthur Fanshawe, Commander-in-Chief, and the principal officers of the port were to receive the Prince, who was to embark in the new cruiser *Indomitable* without delay, in order to permit of the vessel's taking advantage of the full tide, which served about noon. His Royal Highness was to be accompanied by Lord Dudley, who, as Governor-General designate of the Commonwealth, will represent the Australian Colonies, Sir Francis Hopwood (Under-Secretary of State for the Colonies), Sir Arthur Biggs (private secretary), Commander Sir Charles Cust, and Captain Godfrey Faussett.



A REMINISCENCE OF 1860.
The embarkation of the King (then Prince of Wales) in H.M.S. "Hero" at Plymouth for Canada.

The Prince will be welcomed in Canadian waters by the battleships *Albemarle*, *Exmouth*, *Duncan*, and *Russell* and the cruisers *Arrogant* and *Venus*.

The Canadian Pacific Company's steamer *Empress of Ireland*, which left England on Friday, had on board a distinguished company of passengers bound for Quebec, where they are to attend the Tercentenary celebrations. Among them was Field Marshal Lord Roberts, who is accompanied by his daughter Lady Aileen Roberts. Lord Roberts, it will be remembered, has been nominated, with the approval of the King, to represent the Army. He will be the guest of the Governor-General during his stay in Canada, and will be attended by Captain the Hon. Hugh Dawnay, D.S.O., and by Colonel Denison, a Canadian officer who served with him in Africa. Lord Roberts has been invited to visit Montreal, Ottawa, Toronto, and Niagara. If time permits he may go as far West as Winnipeg, but this is not yet definitely settled.

Others travelling by the *Empress of Ireland* were the Duke of Norfolk (representing English Roman Catholics), Lord Lovat (representing Scotland and the Fraser clan), Lord Ranturly, Lord Bruce, Lord Donegal, Sir Keith Fraser, General Sir Reginald and Lady Beatrice Pole-Carew, Captain the Hon. Hugh Dawnay, Lady Susan Dawnay, Lady Violet Eliot, Sir M. B. Wilson, Captain the Hon. A. Murray, M.P., King's Own Scottish Borderers (representing the family of General James Murray, one of Wolfe's brigadiers, and the first British Governor of Quebec), Lady Gibb, Captain the Hon. A. G. Ruthven, V.C., Captain Kincaid Smith, M.P., Mr. G. Wolfe representing the family of Gen. Wolfe, and Captain the Hon. Dudley Carleton, representing the family of Guy Carleton (Lord Dorchester), first Governor of Canada.

Sir J. H. de Villiers, Chief Justice of Cape Colony who is to represent South Africa at the celebrations, left Liverpool last week by the Allan R.M.S. *Corsican*.

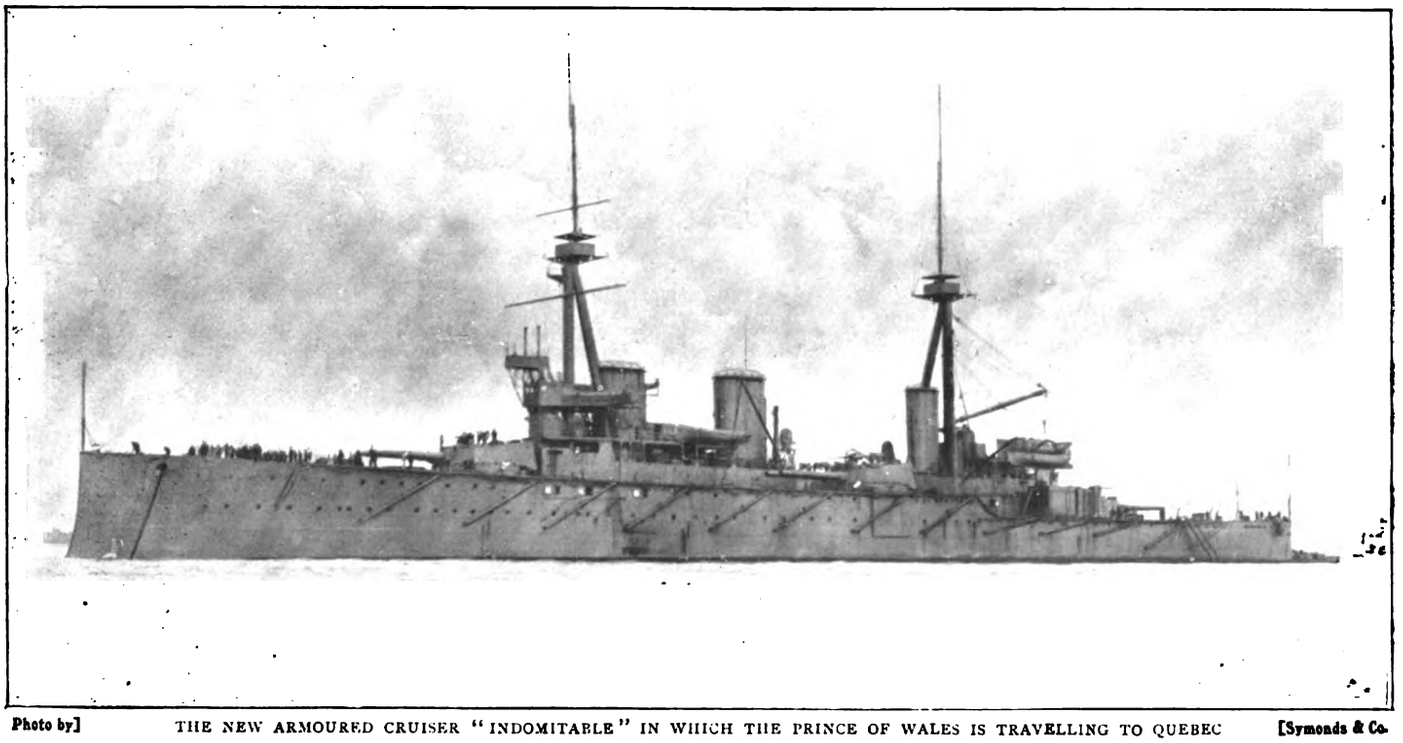


Photo by] THE NEW ARMOURED CRUISER "INDOMITABLE" IN WHICH THE PRINCE OF WALES IS TRAVELLING TO QUEBEC [Symonds & Co.

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THE QUEBEC TERCENTENARY.

FIELD-MARSHAL EARL ROBERTS, V.C., K.G., K.P., ETC.,
who will represent the British Army at the Celebrations.

In order to defray the expenses of sending the whole battalion to the Quebec celebrations, the officers of the Fifth Royal Highlanders, Montreal, have decided to mortgage the Armoury Building. The Montreal subscription to the Battlefields Fund now amounts to $400,000.

The Mayor of Brouage is to attend the celebration to represent the birthplace of Champlain.

A large house on the Esplanade at Quebec has been set aside to serve during the Tercentenary for a Naval Club, to be used exclusively by the visiting Admirals and senior Naval officers.

The Dominion Department of Public Works has granted the application of the National Battlefields Commission for the sending of an engineering official of the Department to make a thorough inspection of the Grand Stand for the Pageant and other Tercentenary structures.

Over a thousand permanent troops from Halifax, Toronto, St. John's, Kingston, and other military centres are now in camp at Ottawa.

The continuance of the present fine weather is alone necessary to ensure the success of the Tercentenary celebrations. Not a single rehearsal of the pageant has been missed. The dress rehearsals began on Tuesday. Newspaper artists, Canadian and American, are flocking to Quebec for the first of them. The costumes of Fraser's Highlanders, the Louisburg Grenadiers, and other regiments which served under Wolfe and Montcalm, and the courtiers' dresses of the periods of Francis I. and Henry IV. are on exhibition, and are drawing great crowds. The pageant rehearsals are attracting from five to ten thousand people nightly to the Plains of Abraham. Mr. Frank Lascelles, the Master of the Pageant, is delighted with the prospects of the display. He is assisted by three New York stage managers. The Indians have arrived at Quebec. The Hurons and Iroquois will make Mr. Lascelles a tribal chief. The Church scenes will be heightened by the introduction of a large organ, and a peal of cathedral bells has been hung some distance behind the grand stand. When they ring the priests of the parishes on the other side of the St. Lawrence will have the bells of their churches rung, and also when the fleets ascend the river to fire a salute as the grand final scene is reached.

Sir François Langelier, the Sheriff, who was formerly a Minister in the Quebec Cabinet, will represent Champlain in the pageant.

The *Times* Ottawa correspondent says that the Dominion Parliament has been working at high pressure in order to complete its business before the Quebec celebrations begin. Two addresses only will be presented to the Prince of Wales in Canada, one by the Government, the other by the citizens of Quebec. Should Parliament not conclude it labours, then an address will be presented to the Prince from Parliament instead of from the Government. The Quebec City address will be delivered in the French language, and it is expected that his Royal Highness will reply in the same tongue. Excellent progress is being made.

There is a possibility that Mr. Fairbanks, Vice-President of the United States, may be unable to attend the Tercentenary fêtes owing to indisposition in his family. The report has occasioned great regret, as Mr. Fairbanks has many friends in Quebec, where he spent several weeks in the year 1898 as member of the Joint High Commission.

CANADAS SPECIAL COMMISSIONER.

Mr. E. B. Osborn has sailed for Quebec to represent *CANADA* at the Tercentenary celebrations. Mr. Osborn is a well-known writer on Canadian subjects, having contributed to the *Times*, *Morning Post*, and other papers. From 1895 to 1900 he was travelling in Canada, gaining his information at first hand, and the result of his labours was "Greater Canada," a book that has made him a recognised authority on Canadian affairs. In 1903 he went to Canada for the *Morning Post*, and his letters attracted much attention. At the conclusion of the Quebec fêtes Mr. Osborn will make a complete tour of the Dominion from East to West on behalf of this paper. Our readers may therefore look forward to valuable and up-to-date information gathered on the spot, on various subjects connected with Canadian enterprise by a writer exceptionally well qualified to report on present conditions and able to make instructive comparisons with the Canada of the last decade.

WOLFE AND MONTCALM MEMORIAL.

The committee of the Quebec Memorial have received further subscriptions, amounting to £432, including the following:—Messrs. Faire Bros. and Co., £100; Lord Brassey, £100; Lord Ashton, £50; Lady Noble, £25; Lord Leconfield, £20; Guards' Club (16 members), £12 10s.; Mr. Wilson, £10; W. T. Courthope, £10; Major A. C. Morrison Bell, £10; J. H. B. Noble, £10 10s. Subscriptions will be acknowledged daily till the arrival of the Prince of Wales in Canada. Contributions may be sent to the Hon. Secretaries, A. M. Grenfell, Esq., 6, Princes Street, E.C.; and John Buchan, Esq., 35, Paternoster Row, E.C.; or to the "Wolfe and Montcalm Memorial Account," at the Bank of England.

The fact that the Hon. Sydney Fisher, Minister of Agriculture, has arranged to visit England shortly is taken to mean that the Dominion Cabinet has decided to postpone the appeal to the country till next spring.

THE DUKE OF NORFOLK, K.G.,
Premier Duke, who will represent the English Roman Catholics at the Celebrities.

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New Dominion Liners for Canada.

—Interview with—
Mr. John Fleetwood.

THE great interest that is being taken in the construction of the 14,000-ton steamships *Laurentic* and *Megantic*, the former of which will be the first vessel to combine the turbine and reciprocating engine method of propulsion, serves as a reminder of the prominent position which the Dominion Steamship Company has long occupied among the transatlantic lines. At present a regular weekly sailing on Thursdays from Liverpool direct to Quebec and Montreal is maintained by the steamers *Canada, Ottawa, Dominion, Kensington,* and *Southwark*, the first two of which are among the fastest vessels running to Canadian ports.

In pursuance of the interest taken by *CANADA* in everything appertaining to the development of the Dominion a representative of this journal recently paid a visit to the 10,000-ton twin screw steamship *Canada*, then lying in the River Mersey receiving her third-class passengers by tender, preparatory to coming alongside the landing stage for those travelling in her handsomely appointed saloons. The visit, writes our representative, was facilitated and made pleasant and instructive by the attention of the courteous passenger manager of the line, Mr. John Fleetwood. Communication was made with the liner by means of the steam tender, which conveyed the nautical and medical surveyors of the Board of Trade for their official inspection of the vessel, her equipment, the crew, and of the third-class passengers already embarked.

MR. JOHN FLEETWOOD.

As the tender approached the liner all sense of the size of the ship appeared lost in the yacht-like lines and harmonious proportions of the noble steamer. Arrived on board, we witnessed the boat muster of the crew and their inspection. The man-'o-war-like discipline was strikingly reassuring to any one of a nervous temperament who might anticipate an emergency at sea, from which the great liners of to-day are so happily immune. The inspection of the emigrant passenger quarters was then proceeded with, and the brightness and cleanliness of the appointments were everywhere apparent—in fact, one member of our journalistic party used the well-known phrase, "One might eat one's food off the decks."

The inspection of the passengers by the Board of Trade medical officer was interesting, and in view of the fact that all of the passengers had already been examined by the shore medical officer of the line in circumstances which permitted of that examination being of a more thorough and critical character, the possibility of any person having been passed who was suffering from any disability which would render him or her undesirable from a Canadian Government standpoint, appears to be very remote indeed. It is, indeed, in this connection that the care and discretion exercised by the Dominion Line passenger management has received the appreciation of the Dominion Government through its late Commissioner of Emigration in England, Mr. J. Bruce Walker.

The experience of Mr. Fleetwood in connection with handling transatlantic passengers dates from 1874, when the four American-built steamships, *Ohio, Indiana, Illinois,* and *Pennsylvania*, formed the nucleus of the great organisation which now includes the White Star and Leyland lines, as well as the Dominion, and the old Inman and American companies. England, as well as Canada, owes a lasting debt to the captains of industry who built up that great passenger and freight carrying trade, which, in all its many ramifications, is responsible for the commanding influence she possesses as a world power.

The deportation of "undesirables" who have reached Canadian shores in Dominion liners is notably small, and is in itself a tribute to the success with which Mr. Fleetwood has drilled the large organisation of agencies which he controls into observance of the principle that commission earnings must give place to discriminating indiviual selection in the emigration department of any well-managed steamship company.

Notwithstanding the general falling off in traffic, the steamers of the line are all being well patronised, particularly those equipped to carry only one class of cabin passengers. "In the steerage," said Mr. Fleetwood, "we, in common with all the transatlantic companies, have felt the falling off due partly to temporary trade conditions and partly to the more stringent regulations regarding immigration which are enforced by the Canadian Government, but our proportion of the total traffic so far this year shows an increase over that of last year and previous years."

The Dominion line has had specially intimate relations with the Salvation Army, the Barnardo Homes, the British Women's Emigration Society, and kindred organisations which despatch personally-conducted parties to Canada, and Mr. Fleetwood is in possession of many gratifying evidences of appreciation of the care and attention received by these travellers.

A perusal of the passenger lists of the Dominion Line shows that no small proportion of its cabin passengers are American tourists, a fact which is explained as probably due to the extensive organisation which the company possesses throughout the United States; also, in summer, to the growing appreciation of the St. Lawrence route by United States travellers, and, at other seasons, to the termini of the line being at Portland and Halifax. In this connection it may be said that between November and May the passenger to Canada who travels by the Dominion line can be transferred to the through trains, to Montreal and the West, of the Grand Trunk Railway, which run alongside the vessels at Portland, and reach the principal city of Eastern Canada in under twelve hours. It is well known that most regular ocean travellers prefer to travel as far they can in a comfortable, well-equipped steamship, rather than spend more time than is absolutely necessary even in the most elaborately fitted Pullman or parlour-car, even in the winter time. This is a factor, by the way, which the advocates of express services sometimes ignore; unless a person is on an errand of life and death, he finds the saloon, smoking-room, and promenade deck of such a vessel as the *Canada* a far more agreeable habitat. To be transhipped at Holyhead and Kingstown and at Queenstown in order to break a record seems to such an one a supremely uncomfortable and ridiculous proceeding.

The enterprise which will result in the unique new steam ships *Laurentic* and *Megantic* being placed in the Line next year is a proof that the Dominion Line will hold its own in the inevitable competition between rival lines to provide the maximum amount of speed consistent with comfort, and, in the hands of such men as Mr. Fleetwood in Liverpool, and his able colleague, Mr. R. S. Macfarlane, in Montreal, the popularity of the Dominion liners with the transatlantic traveller is likely to be more than maintained.

The passengers composing the emigrating classes on the *Canada* were unquestionably those who represent the "bone and sinew" of our race. To see this quality of Britishers leaving our shores in such numbers would almost be a subject to deplore if it were not that they go to build up that Greater Britain across the seas, and that, like their predecessors, their mission is to swell the ranks of the great British family abroad, and to contribute at once to their own prosperity, and eventually to that of the land of their adoption, and, finally, to build up and strengthen our Empire and the ties that bind us.

The Dominion Line passenger carryings for 1907 were more than doubled since 1904, the increase having steadily progressed year by year during that period, and from what *CANADA'S* representative saw aboard the ss. *Canada* in the matter of quality of accommodation and courteous treatment, he is assured that this increase in the traffic of the line was fully merited.

MINING EXHIBITION AT OLYMPIA.

The World's Great Mining Exhibition at Olympia was opened on Saturday last by Lord Strathcona. Among those present at the official opening were the Hon. J. H. Turner, Agent-General for British Columbia, and Mr. J. Howard, Agent-General for Nova Scotia. The exhibition, which will remain open until July 31, includes an attractive display of machinery used in modern mining. In the annexe is a strikingly realistic scene of a diamond prospecting camp in South Africa. The galleries round the main hall contain representations of the mining industries of the Empire. A feature of this display is a scene in the famous Klondyke region depicting the natural conditions under which alluvial gold is found and worked by the miner. In the far distance stand snow-clad mountains and hills, the rocks of which contain the veins of quartz in which the gold is embedded. In winter the water in the rock freezes, and when the hot summer sun comes the ice, expanding into melted water, creates an effect similar to that of dynamite. The gold thus liberated is carried down to pools and crevices of the river beds, or is banked up with sands into low-lying hills on the river side. After countless ages of this mining work by Nature sufficient gold accumulates in the ravines to make the fortunes of the discoverers.

There are over eighty exhibitors. Special visits have been arranged to the exhibition by all the leading mining corporations, etc., throughout the United Kingdom, and all those interested in mining and mining machinery will derive much interest and profit from a visit to Olympia.

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THE CONQUEST OF CANADA.*

This is the second edition of a work which was published thirty-seven years ago. It is an interesting page of the history of Greater Britain, based upon material gathered together in the Record Office. Since those days Canada has made amazing progress, and at the same time has become more deeply interested in her past—an inevitable result of the growth of a sense of nationality. Mr. Kirke, who has resided for many years in British Guiana, has carefully revised his book, and has made such additions as seemed necessary for the better elucidation of his complex subject. The chief addenda are mainly concerned with the history of Nova Scotia and Newfoundland, which is so closely interwoven with that of the Canadas. In addition to describing the early settlements in the former countries, Mr. Kirke has traced the establishment of the great fisheries from the earliest known period to the beginning of the eighteenth century, and historians will find the data he has collected and collated to be of considerable value.

THE CANADIAN MAGAZINE

Although apparently making no pretension to being a Quebec Tercentenary number, the July issue of the *Canadian Magazine* contains much that bears in a direct and indirect way on the great pageant that is to take place at the Ancient Capital. There is an excellent article by Mr. John A. Ewan, entitled "The Quebec Tercentenary," with illustrations, and it is followed by another valuable and timely article entitled "Pitt the Empire Builder," by Mr. A. H. U. Colquhoun, Deputy Minister of Education for Ontario. The latter article gives credit to Pitt for the policy that led to the taking of Quebec by Wolfe. There is a poem in blank verse entitled "Wolfe and Montcalm," by Mr. John Boyd; another entitled "The Plains of Abraham," by Mr. A. L. Fraser; and a third poem breathing the atmosphere of Ancient Canada under the title of "The Daugher of the Sieur le Sueur." Owing to the concentration of troops at Quebec, an article entiteld "The Canadian Militia," by Mr. C. Frederick Hamilton, is of especial interest. One of the stories, entitled "In Rupert's Land," by Mr. Roland Horn, is also reminiscent of French occupation. In other respects the number is unusually interesting, with articles by Professor Goldwin Smith, Lady Edgar, and others. There are also four good short stories. The cover shows an artist's conception of Champlain dreaming of the future Quebec.

THE ROMANCE OF AUSTRALASIA.

Messrs. T. C. and E. C. Jack, of 5, Henrietta Street, London, W.C., have recently published in their excellent "Romance of Empire Series" the story of "Australasia." The letterpress is by Mr. W. H. Lang, who has dealt in an efficient manner with the many stirring adventures connected with the Commonwealth from the time of Captain Cook's landing down to the passing of the last of the bushrangers. The chapters concerning the depredations and fights for life of the Kelly gang make especially thrilling reading of the kind appreciated not only by boys of the age for which the book is written, but by those of older growth. Mr. George W. Lambert has contributed twelve excellent pictures in colour.

* "The First English Conquest of Canada, with some Account of the Earliest Settlements in Nova Scotia and Newfoundland." By Henry Kirke, M.A., B.C.L., F.R.G.S. (London: Sampson Low, Marston, and Co.) 3s. 6d

INSTANTANÉ.

XIX.—A Song of Departure.

The old hunting Cree lay on his deathbed, and the "English preacher" laboured at his conversion, without, however, threatening him with the fires of Gehenna. "All that you say I believe in," said the old man, speaking in Cree, "but I do not wish to go to your Heaven. Many years ago, before the White Christ came to this country, my son, a great warrior, was killed by the Blackfeet nation, and went to the Happy Hunting-grounds. I am anxious to see my son again, and he will be pleased to see his father. But if I went to your Heaven, how could that be? Never should we hunt together again!" So he died in his ancestral faith, and that same night the death-fires were lit, and the death-songs chanted by the oldest squaws. And the spirit, if not the letter, of these firelit songs of departure is kept in the following lines:—

I will arise and go,
And go to Pavenan,
Across the meadows of the Talking Snow.

The dust of men long dead,
That died by Pavenan,
Cry from the trodden way, and whisper overhead.

Well-beaten is the way,
The way to Pavenan,
Whose lakes reflect the light of Yesterday.

There, if the seer spake truth,
Spake truth of Pavenan,
I'll find the winged arrows of my youth.

Those wasted shafts I'll find,
I'll find in Pavenan,
And gather one by one and safely bind.

And on the Western shore,
Westward from Pavenan,
We'll hunt the vanished buffalo once more.

There is no such country for big game as the Happy Hunting-grounds, where the shades of men hunt the shadows of the less shameless carnivora.

The Field Pond.

At a green turn of the road to-day,
(Such pleasant turns doth summer yield)
We came upon a narrow way,
That zigzagged thro' an open field.

And in this field twelve great old trees
Grew round a sleepy little pond,
That never dimpled to the breeze,
Or raised a rippling wave beyond

The green rim of its cup, but kept
The flowerless flags that on its breast,
Broad fringe to fringe together slept,
From the contentious breeze at rest.

Beside the pond ourselves we threw,
Upon its banks, deep girt with June,
In the cool grass whereon the dew,
Outlived the thirsty glare of noon.

Here flower, and grass, and shrub set free
Their souls in od'rous wave on wave;
The breeze was steeped with scents, and we
Drank of the fulness that it gave.

And here the little brotherhoods,
That in thick congregations pass
Their lives in harmonising moods,
In the pavilions of the grass,

Thro' traceries of sun and shade,
In mute processions, one by one,
Crept noiseless, as if life were made
Out of the woof of shade and sun.

J. C. M. DUNCAN.

From *Montreal Daily Witness.*

GEMS OF CANADIAN SONG.

XXX.

Recently we alluded to an article in the *Havergal Magazine*, the periodical published by Havergal College, at Winnipeg, which gave some account of the brief poetical career of the late Phillips Stewart, who has been called "the Canadian Keats." His single volume of poems, perhaps because it was issued by a London firm of publishers, seems to have been forgotten by all Canadian critics. And yet his poetry, small as is its amount, may prove a more lasting memorial than the brass tablet on the wall of the Law School Library, Osgoode Hall, Toronto, which commemorates his bequest of $7,600 to the Law Society (of which he was a member) for the purpose of enabling the students to enjoy the privilege of "taking out" the text-books they require for a longer period than had before been possible, when the copies of standard wroks were fewer. In "Lines to My Mother" he proves himself a master of the treacherous form of blank verse, as the following excerpt shows:—

Let thy sweet memory
Inspire my life to deeds. My soul doth crave
Action. Action is the soul's finest speech,
Words may deceive. Actions never can. I would
Do more than live a shadow-haunted life,
A pensive poet by the dreaming sea.

The changing and slowing-down of the rhythm is here skilfully yet simply executed. But the matter is trite and untrue, since in the last resort man must be judged by his intentions, which, though they pave Hell, yet form the roof of Heaven. Here are two characteristic lyrics—the first en titled "A Sleeping News Girl":—

Sweet maid, thy sleep is calm and fair;
The beauty of thy face
Doth fix mine eyes in mad despair
Upon such simple grace.
Thou art so young, thou art so frail;
Cold poverty hath made thee pale,
And left thee here alone;
Thy drooping head hath tearful power
O'er me, wild, melancholy flower,
Neglected as a stone.

Here there is a touch of the suavity and the *sancta simplicitas* of Keats. But the great poet's far-reaching imagination is lacking. The second specimen, entitled "Hope," is a far finer lyric:—

In shadowy calm the boat
Sleeps by the dreaming oar;
The green hills are afloat
Beside the silver shore.

Youth hoists the white-winged sail,
Love takes the longing oar,
The oft-told fairy tale
Beside the silver shore.

Though there is much achievement and more promise in his work, it is absurd to compare Phillips Stewart with Keats, who, for all his bitter anxieties and few sad years, yet achieved absolute mastery of matter and manner.

Mrs. John Van Vorst is the writer of the complete novel, "Second Quality," which appears in this month's issue of *Lippincott's Monthly Magazine*. Mr. Will Levington Comfort, who is always readable, is represented by a dramatic story entitled "The Leper Valley," and there are a score of other stories and articles, each of which is good in its own way.

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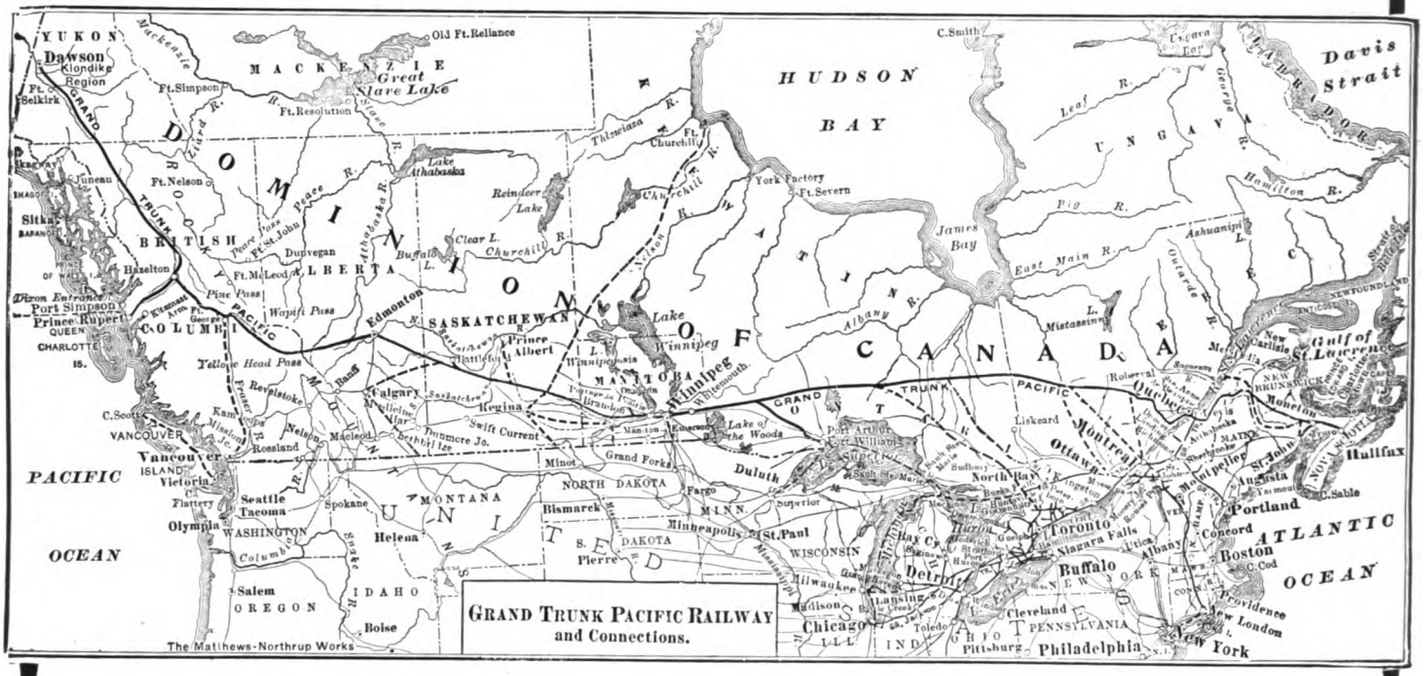
THE

GRAND TRUNK PACIFIC RAILWAY



THE

All-Canadian Trans-Continental Railway

THE ONLY ALL-RED ROUTE

MILEAGE TABLE

Total Mileage contemplated:

Main Line, Moncton, N.B., to Prince Rupert, B.C. .	3,560 miles
Branch Lines	5,000 ,,
	8,560 miles

To be completed in 1908:

Main Line, Winnipeg, Man., to Edmonton, Alta.	793 miles
Lake Superior Branch, Fort William, Ont., to connection with Main Line	200 ,,
	993 miles

THIS new line will open a vast country rich in agricultural, timber and mineral resources, and will provide an additional outlet for the enormous grain crops of the Canadian Northwest, as well as creating a new market for the manufactured products of Eastern Canada. It will be a shorter route by several hundred miles than any now existing between Europe and the Far East.

Fleets of modern Steamships will be established by the Company, for Ocean navigation, between the Atlantic Port and Europe, and from the Pacific Port to China and Japan.

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For information desired address **FRED. C. SALTER,** 20, Water St., Liverpool, Eng. 44, 45 and 46, Leadenhall St., E.C., London, Eng. 75, Union Street, Glasgow, Scotland.

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PURELY PERSONAL

The Countess Grey is to visit England after the tercentenary festivities in Quebec, and will spend the autumn in the Old Country.

Sir Louis and Lady Jetté will entertain at a house party during the Quebec festivities, when the guests will include Sir Wilfrid and Lady Laurier, Mr. Fairbanks, Vice-President of the United States, who is to represent that country at the celebrations, and Mrs. Fairbanks; Mr. Bryce, British Ambassador at Washington, and Mrs. Bryce; M. de Loynes, Consul-General for France, and Madame and Mlle. de Loynes, Montreal; the Hon. A. B. and Mrs. Aylesworth, and Hon. Rodolphe and Madame Lemieux.

The Hon. James Dunsmuir, Lieutenant-General of British Columbia, Mrs. Dunsmuir, and their daughters, have returned to Canada after a lengthy stay in England and on the Continent.

Mr. T. Chase Casgrain, K.C., has returned to Canada.

Among the passengers on the Allan R.M.S. *Corsican*, which left Liverpool last week, were Dr. Dunn, Bishop of Quebec, Mrs. Dunn, and Miss Dunn; the Hon. Justice Graham, and Dean Houston.

The Roman Catholic Chinese of Montreal have entertained at a Chinese banquet Archbishop Bruchesi, the Bishop of Canton, who is visiting Montreal, Bishop Racicot, and a large number of the clergy of the city.

Dr. H. T. Bovey, who has resigned the position of Dean of the Faculty of Applied Science at McGill University, Montreal, to become Rector of the new Imperial College of Science and Technology in London, has arrived in England.

The Bishop of Montreal delivered a short address in St. Lawrence Church, Jewry, E. C., on Tuesday.

The Archbishop of Rupertsland was the preacher at St. Paul's Cathedral on Sunday evening.

Mrs. E. Charlton Black, wife of Professor Black, has been appointed to the Snow Professorship of Elocution and Oratory in Boston University, the first endowed chair of public speaking and vocal physiology in the United States.

Mr. Wellington Dixon, the Rector of the High Schools of Montreal, has been presented by the scholars with a silver salver to celebrate his completion of nve years' service as rector and twenty-five as a teacher on the High Schools staff. Mr. Dixon is a native of Prince Edward Island, and graduated at McGill in 1883.

The Rev. A. A. Radley, pastor of the West End Methodist Church, Montreal, is now visiting England. He will be away from Canada for about two months, and during that time will visit London, Birmingham, Manchester, Belfast, and York. In the last-named city he will attend the British Wesleyan Conference.

Mr. D. McNicholl, First Vice-President of the Canadian Pacific Railway, has arrived in England.

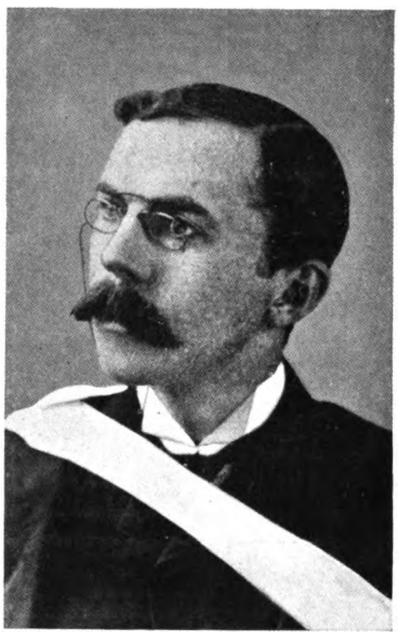
Mr. John W. Loud, freight traffic manager of the Grand Trunk Railway, and Mrs. Loud are now in London.

The Rev. Samuel P. Rose, D.D., pastor of Broadway Methodist Church, Winnipeg, has accepted a call to Sherbourne Street Church, Toronto.

Mr. J. W. Swan, official photographer of the Grand Trunk Railway, has just returned from a prospecting tour through the Algonquin Park region, where he has been looking over the possibilities of a new tourist route between the Algonquin Park headquarters and the Lake of Bays.

Father J. H. Prud'homme the son of Judge Prud'homme, of Winnipeg, has just concluded a remarkable college career by winning the degree of Doctor of Canonical Law in the great University of Rome, where he has been studying for the past four years. Two years ago the same university conferred on him the degree of Doctor of Divinity, when he headed a theological class representative of the entire Roman Catholic world. Dr. Prud'homme is the first Manitoban to attain such honours. He was born in St. Boniface and educated in the college there, where in the course of his studies he gained a scholarship in Greek.

DR F. D. ADAMS.



The new Dean of the Faculty of Applied Science at McGill University, who succeeds Dr. H. T. Bovey, is Dr. Frank Dawson Adams. Unlike his predecessor, who was an Englishman, Dr. Adams was born in Montreal. He received his early education in the Montreal High School, and graduated in Applied Science at McGill University, in 1844, with the degree of M.Sc. Subsequently he studied in the Sheffield Scientific School at Yale University and at Heidelberg, Germany, where he received the degree of Doctor of Philosophy in 1892. He was for nearly nine years on the staff of the Geological Survey of Canada when that department of the Federal Government was stationed in Montreal, as well as after it was moved to Ottawa. In 1888 he was appointed lecturer in geology in the Faculty of Applied Science at McGill University, acting as assistant to the late Sir Wm. Dawson, and in 1893 he succeeded Sir William as Logan Professor of Geology in that institution. He was elected president of the Natural History Society in 1897, and is also a Fellow of the Geological Society of London, of the Royal Society, and of the Royal Society of Canada, in which he is also president of the geological section. In addition, he is a member of the Geological Society of America and of the German Geological Society. He has published numerous scientific works both in America and in Germany, as well as in connection with the Royal Society of Canada. Dr. Adams is forty-nine years of age.

Mr. C. F. Carson, who won first honours in the Royal Military College (Kingston, Ont.), graduating class, will go to Chatham in September to take a two years' course in the School of Military Engineering.

Mr. Honore Gervais, K.C., M.P., has been elected Batonnier-General of the Bar of the Province of Quebec. Mr. Arthur Globensky, K.C., of Montreal, was re-elected General Secretary for the twelfth term.

The marriage has taken place at Staten Island, N.Y., of Mr. Lionel M. Parker, of Chicago, a brother of Sir Gilbert Parker, M.P., the Canadian author, and Miss Grace Eleanor Marks, a Chicago lady. Sir Gilbert acted as best man.

The marriage took place on June 3 at the Church of the Redeemer, Toronto, by the Rev. C. J. James, of Mr. William Herbert Beale, eldest son of Mr. and Mrs. John Beale, of Hambleden, Bucks, and Helen Ellen, the second daughter of Mr. Charles and Mrs. Ellen, formerly of Chatham, Kent, and now of Toronto. The bride, who wore a dress of silver-grey crêpe-de-chine, was given away by Mr. Arthur Friend. Mr. Owen Friend acted as best man. The presents were numerous and useful, and included two cheques.

Mr. Richard Grigg, who, as we announced last week, has been appointed his Majesty's Trade Commissioner in Canada, is already well known as having reported on the trade of Canada, and also on that of Newfoundland. He is a J.P. for the counties of Durham and Devon, and is a member of the Constitutional Club.

Mr. Stuart Strathy, who recently succeeded his father as general manager of the Traders Bank, is at present staying in London. In the course of a conversation with a representative of *CANADA*, Mr. Strathy spoke hopefully of the future, and said that he regarded the set-back last winter in the light rather of a benefit than an adversity, as it came at an opportune time, affording a lull in which to "take stock," and to right affairs that had become affected by Canada's too rapid development.

BIRTHS, MARRIAGES AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s., or 75c., for 24 words or under, every additional word one halfpenny or one cent, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

BAUMANN.—On July 5, 1908, at Vancouver, the wife of Frederick Percy Baumann, of a daughter.

MARRIAGES.

COATSWORTH—SECCOMBE.—At Toronto, on June 30, by the Rev. M. L. Pearson, of Strathroy, assisted by Rev. John Coburn, of Parliament Street Methodist Church, Toronto, Elizabeth, daughter of Mr. and Mrs. John Seccombe, to Joseph, eldest son of Joseph P. Coatsworth.

MACDONALD—HANSON.—On June 27, at the Church of St. James the Apostle, by the Rev. Canon Ellegood, assisted by the Rev. Mr. G. Abbott-Smith, Leila Thorpe, second daughter of Mr. Edwin Hanson, to Albert Angus Macdonald, eldest son of Dr. Albert A. Macdonald, of Toronto.

PEART—BUTCHART.—On July 1, at "Brocken" College Heights, Guelph, by Rev. R. J. M. Glassford, Robina, second daughter of Robert A. Butchart, to Harvey S. Peart, B.S.A., Jordan Harbour.

DEATHS

AITCHISON.—On June 12, 1908, at Drummore House, Bournemouth, Archibald John, the husband of Evelyn Aitchison, and only son of the late General Sir John Aitchison, G.C.B., Colonel of the Scots Fusilier Guards, aged 46.

BEETON.—On June 14, 1908, at Weston-super-Mare, Henry Coppinger Beeton, late Agent-General for British Columbia, in his 82nd year.

SANGSTER.—On June 24, 1908, at the residence of her parents, Toronto, Marion, youngest daughter of Mr. and Mrs. Wm. Brock, Port Perry, Ont., and wife of S. E. Sangster, of the permanent staff Civil Service, aged 26 years 4 months and 28 days.

SPERLING.—On May 10, 1908, accidentally drowned in Canada, Herbert Macnab Sperling, second son of Arthur Sperling, Esq., Lattenbury Hill. (Corrected notice.)

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FARMING IN ONTARIO.

A WELL-TO-DO FARMER'S HOUSE.

AN EVENING STUDY: FLAX-PICKERS AT WORK.

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CANADIAN INVESTMENTS

No. 20.

BONDS, DEBENTURES, MORTGAGES, REAL ESTATE.

In reply to numerous requests from investors in Great Britain, France, and Germany for detailed and authentic Reports on various forms of Investment in the Dominion, such as Municipal and Industrial Bonds, Railway Stocks, Mortgages, Real Estate Investments, Lumber and Mining Properties, etc., "Canada" will publish each month Special Articles dealing with these matters, which we trust will be of use and value to our readers.

FINANCIAL FIRMS IN CANADA:

Their Work and Influence.

THE steady increase in the volume of Canadian bonds and debentures absorbed by the British investor is one of the most pregnant signs of the appreciation of Canada's resources in the Mother-country.

In connection with the placing of these low interest-bearing securities which set free local capital for further enterprise, financial firms in Montreal and Toronto have been largely instrumental. The importance and value of their work is sometimes unappreciated and the following remarks by Mr. W. H. Lyon, of the Dominion Securities Corporation, an important Toronto issuing house, which recently appeared in the *Monetary Times*, show the influence financial houses exercise on the outside credit of the country:—

"Only a few years ago the London market limited its interest in Canadian securities to Government bonds and the issues of trunk line railroads. Some of the big London financial houses handled the issues. Now the securities of many public-service corporations and high-grade industrial companies of the Dominion are well and favourably known in London. Canadian bond houses have been chiefly instrumental in bringing this about.

"Through the power of the financial houses to place securities they exercise a strong steadying and directive influence on economic undertakings. A bond house must found its hopes for success and continuance on the solidity of the securities it offers to the public. It must have a good reputation, which it must guard jealously. Consequently, the house gives the closest scrutiny to the undertakings to which it lends its support. It fortifies its own expert financial and business judgment with the judgment of the best experts obtainable for whatever the problem may be—engineering, auditing, legal. The hope of large and continued profits does not dazzle such a financial house to blindness to constitutional weakness of an enterprise. Its profits are limited to a very small margin on the sale of the securities. To protect its reputation by guarding against the securities it has sold from going wrong through bad management, the house keeps a close watch on the affairs of the corporation. Such unprejudiced judgment by a third party whose support is essential to the success of large undertakings must necessarily tend to wisdom in borrowing, and its subsequent supervision must tend to the good conduct of the enterprise.

"Though Canada is a debtor country, she is steadily growing more wealthy in capital. Many inhabitants of the Dominion already belong to the creditor class, and nominally absorb some $25,000,000 a year of Canadian bond issues. Through personal interview especially the bond houses are training the growing creditor class in the principles of sound investment. Clients grow to value their advice very highly and constantly to act upon it.

"Canadian municipalities owe a great deal to the services of the bond houses. Largely due to them, the municipalities have secured financial support from London, and were able to sell there $7,000,000 of bonds in 1907, as against $900,000 of the year before. The bond houses are training the municipalities in proper methods of issuing securities. Sometime they may perhaps even win them away from the solecism of the 'equal annual instalment or principal and interest' bond."

MONEY ON MORTGAGE.

Large sums of money are now very frequently transferred by readers of *CANADA* to various investment corporations or firms of real estate agents in Canada owing to the high rate of interest paid on money, more especially in Western Canada. The valuable and up-to-date information concerning the progress of new towns and the growth of industry throughout the Dominion which is regularly furnished in these columns, enables our readers to obtain a very correct idea of the opportunities which exist, and they have not been slow to seize the opportunities offered them. Many of the best firms and corporations in Canada, whose business is to place money for clients, are making use of our advertising columns, and from their circulars and reports we have compiled for our investment supplement a few selections of the excellent first mortgages which are obtainable to-day in the metropolis of Western Canada, and equally attractive loans can be placed in other rising cities in the West. For instance, money in Vancouver—one of the most substantial and prosperous cities in the whole Dominion—fetches to-day 7 per cent. on the best security.

Every possible safeguard is offered to British investors remitting money to Canada through the excellent facilities offered by the Canadian chartered banks, nearly all of which have as their agents in England one of the big joint stock banks, or else they have their own offices in London.

When dealing with any of the leading business houses in Canada which make a speciality of the investment of money for clients, the regular procedure is generally as follows:—The agents instruct their solicitors to prepare all papers and examine into title, and an independent and expert valuer reports on the worth of the property. The buildings are invariably insured against fire up to 80 per cent. or so of their value in favour of the lender. The lender thus being satisfied that everything is in order, can transmit the money through a Canadian bank to be handed over on receipt of the mortgage deeds and title papers and solicitor's and valuer's certificates.

In addition there are also many prominent firms who are willing to guarantee principal and interest on a basis of 1 per cent. off the mortgage interest. For instance, if a mortgage carries 8 per cent., the firm will guarantee to pay 7 per cent. punctually on the due dates, and in the event of a default they would undertake to pay the full amount of the loan and interest to date on being given an assignment of the security.

Many of the chief insurance companies in England and Scotland have for years been investing their money on first-class mortgages in Canada, and among our advertisers are many firms who act as their agents in these transactions.

REAL ESTATE IN CANADA.

"The most outstanding feature in the realty field to-day" (says the *Financial Post of Canada*) "is the great demand that there is for loans and upon the most desirable security. In spite of the insistence of the loan companies upon high rates and good terms the number of applications for loans by the most responsible classes have been so great that one of the largest companies have seriously considered raising the interest rates. If it were not for an anticipated easiness in money after the crop is marketed it is likely that this increase in rates would occur.

"Payments on interest and principal have been generally excellent, and better could not be wished for. More people than usual are making their payments ahead of time.

"The new money from the Old Country is coming in satisfactorily. One company reports getting four per cent. money from Scotland in quantities far in excess of their anticipations. Sufficient new money is coming in to take care of all payments due on account of matured loans. Very little new money is being obtained in Canada by the sale of loan company debentures. Deposits are improving, however, which is encouraging after the set-back which this department received in 1907.

"So far as the building outlook goes, contractors are getting better value for the wages paid than they have for a long time. The workman is not so independent if he realises that there is a glut in the labour market. Bricks are down in price, and plumbers' supplies are lower. Lumber has not been reduced as yet, however. On the whole, a building can be done in Toronto for from 12½ to 15 per cent. less than at this time last year."

Over thirty thousand acres in the fertile Nicola Valley have been bought by an English firm. This represents the investment of between $300,000 and $350,000. Surveyors are now at work subdividing the cattle ranches of which the property consisted. An irrigation system will be installed.

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WINNIPEG.

A FARM or a COLONY!

One of the largest realty transactions in Western Canada has just been concluded by us, when we purchased 91,000 acres of prairie wheat lands in the

LAST MOUNTAIN DISTRICT.

This purchase brings the holdings actually owned by this Company up to 155,000 acres of the finest land in Saskatchewan.

We are now in a position to co-operate with any person or organisation desirous of forming a FARM COLONY in Western Canada. We will give them special prices and cordial and sympathetic assistance, as well as the benefit of years of experience in Western Canadian land business.

For retail selling, our prices average rom $12.50 to $15 per acre. Five-year payments, interest 6 per cent. Write for maps and particulars.

WILLIAM PEARSON CO., Ltd.,
371, Northern Bank Building, WINNIPEG, CANADA.

Fifteen Thousand Acres of the Finest Land in Saskatchewan.

WILL SELL IN BLOCK OR IN THREE PARCELS.

All of these lands were the first choice after the townships were surveyed and opened for settlement, and were most carefully selected by an experienced land inspector.

The land grades No. 1, and is either level, or slightly rolling prairie, with an unlimited supply of good water. Branch lines of the C.P. Rly., the C.N. Rly., and the G.T. Rly., are now being built through this district, and when completed, this land will be in great demand at a high figure.

PRICE $10.50 PER ACRE.

Terms: $3.50 per acre cash, balance arranged at 6 per cent. interest.

Maps, and correct field notes of individual sections, on application to

WILLIAM GRASSIE, 54, AIKINS BUILDING, 221, McDERMOT AVENUE, WINNIPEG, MANITOBA, CANADA.

Oldfield, Kirby and Gardner,

BOND AND INVESTMENT AGENTS,

WINNIPEG.

FUNDS placed in First Mortgages on City and Farm Freehold Property at current rates.

INVESTMENTS made in City Property and Farm Lands throughout Manitoba and the North-West; and in Fruit and Ranch Lands in British Columbia, in small or large blocks.

LARGE SUMS invested for English clients, to whom reference can be given.

WESTERN INVESTMENT AGENTS FOR—

The North British and Mercantile Insurance Company.
The Norwich Union Life Insurance Society.
The Yorkshire Insurance Company.

BANKERS: MERCHANTS BANK OF CANADA.

Allan Lang Killam and McKay

FINANCIAL AGENTS,

BULMAN BUILDING, WINNIPEG.

Investments - Rents - Bonds
Stocks - Debentures

LLOYD'S AGENTS.

CABLE ADDRESS—"ALLANGKILM."

MONEY INVESTED

For Clients on First Mortgages on Wheat Lands in Manitoba, Alberta, and Saskatchewan, and also on Improved Properties in Winnipeg, which give a Net Return to the Investor of

SIX PER CENT.

All Securities Carefully Inspected by us. Over $500,000 now Invested for Old Country Companies and Individuals.

ROBINSON & BLACK,

WINNIPEG, CANADA.

COMPANIES REPRESENTED—

Phœnix Assurance Co. Ltd.
Alliance Assurance Co. Ltd.
Employers' Liability Assurance Corporation.
Alliance Trust Co. Ltd. (Dundee).
Canadian and American Mortgage and Trust Co. (Liverpool).
Western Canada Land Co. Ltd.

W. Sanford Evans & Co.

CANADIAN INVESTMENTS.

Stock and Bond Brokers

221, McDermot Avenue, Winnipeg, CANADA.

SECURITY

AND INCREASED EARNINGS.

We invest clients' funds in First Mortgages returning 7 or 8 per cent., loaning up to not more than 60 per cent. of value on a most conservative estimate.

For references, apply to Head Office of CANADA.

B. M. TOMLINSON & CO.,
6 and 7, Edward Building, Portage Avenue, WINNIPEG.

BRITISH MONEY

IS WORTH $8\frac{1}{2}$ PER CENT.

Invested by us in First Mortgage Securities on choice Farm Properties.

Rogers Realty Company, Ltd.

258, Portage Avenue, Winnipeg, Canada.

References: Mr. W. P. Machaffie, Manager, Bank of British North America, and the Manager CANADA.

Reliable Correspondents Wanted throughout Britain.

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THE GROWTH OF LLOYDMINSTER.

A Record of Five Years' Progress.

Lloydminster, in the province of Saskatchewan, is one of the rising town settlements in the Canadian West, which was virgin prairie, without even an Indian tent or a squatters hut to mark its location when the the last official census of the Dominion was taken in 1901. Now it is a station on the Edmonton division of the Canadian Northern Railway, has an hotel, a newspaper, two branch banks, churches, and schools, and a number of stores, which furnish supplies to the increasing number of settlers in the district, of which it was the nucleus.

The Canadian West contains many prospering villages and prospective towns, which have sprung into existence with equal celerity, but in England Lloydminster is particularly well known, owing to its being the outcome of the Barr colonisation scheme, which was inaugurated by the clergyman of that name in London in 1902-3. Mr. Barr dropped out, for reasons into which we need not enter, but from his energetic, hard-working assistant, the Rev. G. E. Lloyd—

A SUCCESSFUL SETTLER'S HOMESTEAD NEAR LLOYDMINSTER.

now Archdeacon Lloyd—the town takes its name, the affix 'minster" also denoting the ecclesiastical origin of what may, at no distant date, become a cathedral city. Many of the original party who went out with Mr. Lloyd in 1903 are prospering members of the community, but its population now includes settlers from the United States, as well as from other parts of Canada, and Presbyterians and Methodists are already in sufficient number to talk of following the example of the immigrating Anglican curate in creating a place of worship for themselves.

Lloydminster was incorporated as a town in April, 1907, and rapid strides have been made in providing all the machinery of municipal government and such public utilities as telephones, electric light, water supply, and a fire brigade. A town hall, drill hall, and other public buildings are either built or building, and the population of the town itself is climbing towards the 2,000 mark, which is fairly good progress in six years. The growing of grain and the rearing of live stock are the staple industries of the district.

Settlers have no difficulty in obtaining abundant supplies of wholesome water for domestic use and for live stock. There are a number of small streams, tributary to the larger rivers, besides a number of lakes which afford water for stock. Water is obtainable anywhere by sinking wells varying in depth from 15 to 50 feet. Only rarely have settlers discovered alkali, and that only in traces.

Fuel supplies are sufficient for the needs of the district. It is obtained from the native polar and cottonwood which grow here up to six and eight inches in diameter. Coal outcrops on the Battle River and supplies are easily obtained direct from the coal fields around Edmonton. Lloydminster is so situated that it has great hopes of becoming a railway centre, as it lies on the route of more than one of the proposed new lines. Among the arrivals this spring have been a number of Galicians, but the prevailing tone of the district is English, even old country English.

Many disparaging comments were directed against the original colonists, most of whom came out with little capital and less experience, but the natural resources of the district, coupled with indomitable English pluck, and beneficial intercourse with the Canadian and American farmers, who have come into the district, have changed the green colonist into a successful and prosperous farmer. The fact that over 500 patents for homesteads have been granted to original settlers is convincing proof that they mean business, and are satisfied with the country of their adoption.

—••—

LAND VALUES IN SASKATCHEWAN.

A despatch from Regina says:—Land values in the province are very steady; in fact, they have advanced during the past two months. We are getting more settlers this year than last. They are mostly Americans of the better class of farmers—men possessing both money and practical experience. The Canadian Northern Railway has sold close upon a quarter of a million acres of land this year, mostly to bona-fide settlers. The average price is about $12 per acre.

THE CANADIAN CROP AREA.

The Minister of the Interior at Ottawa cables that a bulletin compiled by the Dominion Census Commissioner, giving a report for the month of June on the area and condition of the crops in Canada, exclusive of British Columbia, has just been issued. The acreage is as follows:—

	Acres.
Hay and clover	8,250,000
Oats	8,000,000
Wheat	6,500,000
Barley	1,750,000
Peas	500,000
Rye, beans, and mixed grains	750,000

Hay (including clover), wheat and oats show an increase of half a million acres each over last year; other crops stand at about the same acreage. The hay crop is chiefly in Eastern Canada, and is reported to be in excellent condition. Wheat is in good condition throughout, but is especially good in the prairie provinces, and is very early there as well. Oats are in high average condition, and other crops are also very good. Live stock is in excellent condition throughout, and the returns give the numbers as follows:—

Horses	2,000,000
Milch cows	3,000,000
Other cattle	4,500,000
Sheep	2,750,000
Swine	3,250,000

—••—

HIGH RATES OF INTEREST.

Specimens of mortgages on first-class city property in Winnipeg available to readers of *CANADA*. Complete particulars of the following mortgages can be obtained from *CANADA* Offices, 34, Norfolk Street, Strand, London, W.C. The Inquiry Coupon, which is printed on another page must accompany every letter in the first instance, and envelopes should be marked "Investment Bureau."

Freehold Land, and Buildings thereon, in Winnipeg, &c.

	Amount of Mortgage offered.	Rate of Interest per cent.	Term of years.	Value of Property.
1.	£20,000	5	5	£46,000
2.	£ 5,000	5½	5	£10,600
3.	£12,000	5½	5	£28,600
4.	£ 7,000	6	5	£18,000
5.	£ 5,000	7	5	£11,000
6.	£ 7,000	7	5	£18,400
7.	£40,000	5	5	£122,000
8.	£ 7,000	6	6	£16,000
9.	£ 2,000	7	5	£ 6,000
10.	£ 2,800	8	5	£ 5,600

Interest is payable half-yearly.

The value of the property as given in the above list is not that of the borrowers, but of independent professional valuers, and it will be seen that in no case is the mortgage greater than 50 per cent. of the security offered.

—••—

ATTRACTIVE LOANS FOR SMALL INVESTORS.

Freehold Residences in Vancouver.

Amount.	Rate of Interest per cent.	Term of years.	Value of Property.
£200	8	4	£510
£240	8	2	£600
£220	8	3	£470
£240	8	3	£480
£320	8	5½	£740
£220	8	3	£500
£300	8	3	£600
£300	8	3	£720
£270	8	3	£540
£320	8	3	£880

Rates of interest on residential property run higher, as a rule, than on business blocks in Western Canada, the margin of security is ample, and the interest is paid quarterly.

—••—

FLUCTUATIONS IN COBALT SHARES.

The following is a comparison of the prices of the principal Cobalt shares on the latest date available, compared with the quotations to hand on May 11 and June 5 last:—

COMPANY.	Par Value.	On May 11.	On June 5.	On July 4.
Foster-Cobalt	$1.00	.76	.61	.45½
Trethewey	$1.00	.93	.79	.80
Buffalo	$1.00	2.12½	1.55	1.80
McKinley-Darragh Savage	$1.00	.77	.76½	.74
Cobalt Silver Queen	$1.00	1.10	1.05½	1.06
Coniagas	$5.00	4.60	4.87½	5.37½
Kerr Lake	$5.00	2.62½	3.27½	2.50
University	$10.00	4.25	3.50	4.00
Nipissing	$5.00	7.06	7.12½	6.99½
Nova Scotia	$1.00	.23½	.27½	.29
Temiskaming (new)	$1.00	.34½	.40½	.49½

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WINNIPEG.

Wild Lands, Stock Ranches, Dairy Farms, A1 Improved Farms—Winnipeg District.

JAMES SCOTT,
Real Estate Agent, **WINNIPEG.**
MEMBER OF THE REAL ESTATE EXCHANGE.

F. W. HEUBACH, Ltd.
Union Bank Building, WINNIPEG, CANADA,
INVESTMENT BROKERS,
RENTAL & REAL ESTATE AGENTS
The management and securing of property for non-residents and manufacturers a special feature.

ANGLO-CANADIAN LAND CO. Ltd.
354, Main St., Winnipeg, Canada. And 15, STRAND, London, England.
TO THE CAPITALIST WE OFFER the safest and best investment on the market to-day—Western Canada Farming Lands.
TO THE PROSPECTIVE SETTLER.—Let us send you our new illustrated pamphlet on Western Canada. It is full of valuable and interesting information and is ABSOLUTELY free. Will be sent you at once on receipt of request from you giving your name and address.

A Non-Fluctuating Investment.
6% BONDS
GUARANTEED by FIRST MORTGAGES on Western Canadian Real Estate
Write for particulars.
IMPERIAL INVESTMENTS, Ltd.,
WINNIPEG, CANADA.

VANCOUVER.

INVESTMENTS IN VANCOUVER.
We are daily investing money for our clients in First Mortgages and other forms of Loans, bearing from 6 to 8 per cent. interest (amply secured) without any expense to the Lender. Property values are rising steadily all the time.

Ceperley, Rounsefell & Co., Ltd.,
Financial, Insurance and Investment Agents,
VANCOUVER, B.C
(BRANCH OFFICE AT PRINCE RUPERT, B.C.)
Sole Representatives in British Columbia of:—PHOENIX OF LONDON; LIVERPOOL, LONDON & GLOBE; BRITISH AMERICA ASSURANCE COMPANIES.
B.C. Agents for CREDIT FONCIER and FRANCO-CANADIEN.
REFERENCES.—Imperial Bank of Canada; Lloyds Bank, Ltd., London; Phœnix Assurance Co., London.

Commercial centre of an extensive fertile district.
STOCK-RAISING, FRUIT-GROWING, and MIXED FARMING.
INLAND CAPITAL.
Perfect climate, and the centre of the famous dry belt.
KAMLOOPS, BRITISH COLUMBIA.
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The Oilfields of Ontario.

MR. L. D. HENRY, editor of the *Petroleum World*, who has been making a tour of the southern oil fields of Canada, gives an account in his paper of his trip, from which we make the following extracts:—

A few days ago I was one of a party which left Buffalo for the oil fields of Tilbury and Romney. Our object was to go over these two-year-old territories—perhaps the most interesting in Canada to-day—and made an investigation of the buildings of Messrs. Barnard, Argue, and Roth, the Stearns Oil and Gas Company, and the Alexandra Oil and Development Company. The lands are in East Tilbury, Raleigh, and Romney townships, Ontario. In addition to the holdings of these companies, there are leases of 20,00 acres in Kent, Middlesex, Lambton, and Elgin counties.

Some twenty miles inland from Detroit and close to the railway tracks (Fletcher Station) are the oil fields of Tilbury. Derricks dot the landscape on every hand; they rise singly near the tracks, and are seen in clumps of trees and far away on the horizon wherever there is an open stretch of country. The country looks exceedingly prosperous in the opening spring, and oil has made the farmers a wealthy class, most of them having risen to affluence on their oil royalties.

I should explain that the discovery of oil in Tilbury township was unexpected. The Acme Oil Company, of which Mr. Edward Reed is the present chairman, made a contract with Mr. Bowlby, a foremost figure in the oil industry in this part of Canada, to drill a well on the Kerr Farm, the land included in the original lease consisting of 1,000 acres. The well was drilled in thirty days. At 1,360ft. Mr. Bowlby struck a gas flow of half a million feet. When 1,385ft. down he got his first oil indication, which was converted into a discovery of oil when the well reached 1,416ft. The well started to flow at 1,434ft. After several days tubing was put in, and for twenty-two days it gave a good pumping production. When it was ultimately shot the output went up to seventy-four barrels in the first twenty-four hours. After that the Tilbury oil boom, great excitement amongst the farmers, and the appearance in the field of oil men from all the northern fields of America.

During the two years this pool has been producing something like from 1,000 to 1,200 wells have been drilled, and of these it is officially stated that not more than 2 per cent. have been dry holes. The area of the field is fifteen by twenty miles—practically a square—and the records show that many of the wells have started with a daily production of 1,000 barrels. The field is forty or fifty miles south of Petrolia, where wells have been producing oil for forty years, and experts consider that this latest pool has geological connections with the older territory. The Petrolia wells go down 600ft. against 1,400ft. and 1,500ft. in the deep pool at Tilbury, and we have the experience of the oil fields of the Dominion to show that this great depth in Tilbury is favourable to the existence of vast reservoirs of oil.

The discoveries of oil are generally made on the 45deg. line north-east and south-west, and if the maps of Canada and the United States are examined it will be seen that the Tilbury pool is in the direct north-east and south-west line of the Ohio and Indiana fields, and also the fields of New Brunswick, which, being at tidewater, must have an interest for those on the look-out for fuel oil for the navy.

Oil is found in the Niagara limestone, and the rock pressure in the case of many of the wells inspected by the writer is as high as 400lb. to the square inch. The pressure is regular, and Tilbury oil men consider that the territory has lasting qualities which will compare favourably with the best examples of steady production in the old fields of Petrolia and other parts of Canada.

The George W. Fletcher Farm (115 acres) and the James W. Stevenson Farm (100 acres) are contiguous, forming practically a complete block on which there are nineteen pumping wells operated by a single gas-power installation of modern design. The gas for the engine is taken from the wells, and the cost of operating the two plots is exclusively confined to labour.

At the George W. Fletcher Farm new drilling work is confidently expected to considerably increase production. Power is already installed, and the pumping and oil-burning equipment available for new developments will keep the cost down to the rock bottom minimum in these fields. Nothing could be more satisfactory than the safe and sensible manner in which these properties are being worked; everything is being done in a methodical manner, and the lands of the company bear evidence of a more than usually experienced management. There is no waste oil; the oil which represents each days' yield is where it ought to be—in the tanks—and is not allowed to flow into pools near the derricks.

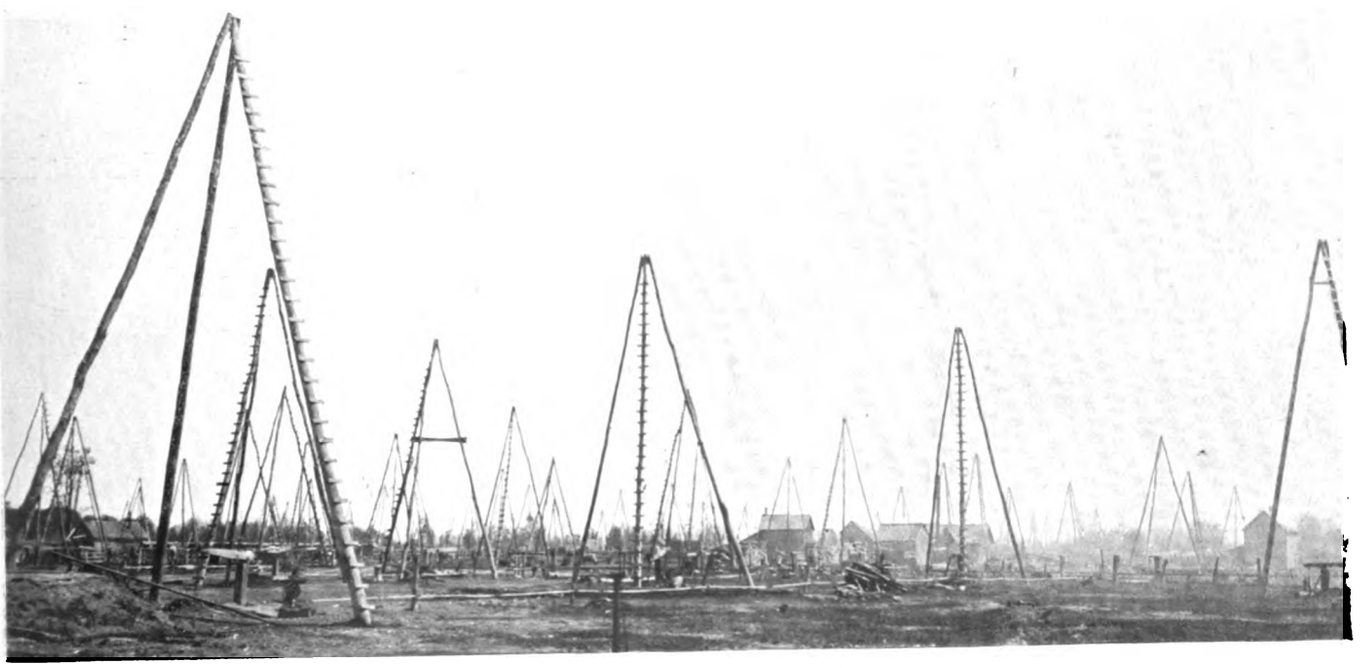
On what is known as the Peter Stevenson Farm (200 acres in extent) there are four wells. Adjoining this lease, a little to the north, is the David Fletcher Farm, while still further to the north is the David Fletcher Home Farm, these three plots making 300 acres, and perhaps the most promising stretch of oil-bearing territory referred to in this article. The first wells on the Peter Stevenson lease started with a production of 100 barrels, and there is every reason to believe that this will be the yield of any new wells which may be drilled in the future. Farmer Stevenson told the writer that his royalties for a single month had worked out at $800 (£160).

On the A. G. Fletcher Farm there is one well, the yield of which is a pretty safe indication that good results will follow drilling in different parts of the 200 acres. There are six producers on the 100 acres, which constitute the J. Y. Laidlaw farm.

On the Khaler Farm of fifty acres there is one well, while on the Griffin Farm (sixty acres) there are four wells, which, although more than a year old, are producing forty barrels a day.

The Imperial Oil Company has its pumping station on the John Finn Farm which consists of 100 acres in the deep sand pool. The company have 200 acres on the Hartley Farm, where they have a 250ft. well, giving five barrels a day. On the Simpson Farm they have fifty acres, with eight wells pumped by one power, and all drilled to about 250ft. These wells being in the shallow pool, they can be drilled to the oil sand in ten days, and operations in this field are inexpensive and remunerative. In addition to the deep oil sand leases, on which there is yet to be drilled a great number of wells, the company own or control 20,000 acres of leases between the deep and shallow pools, and opinions based on the discoveries made in other pools, chiefly in the Thamesville, Ditton, and Charing Cross, which surround the 20,000 acres just mentioned, lead those interested to believe that there are vast quantities of oil underlying this part of Tilbury.

Sir Frederick Borden, Minister of Militia, who recently visited the militia camp at Niagara, has stated that all the musketry practice at the camp of instruction this year is being carried out with the Ross rifle. At Niagara a better average in shooting has been reached than ever before. The Minister also announced that as soon as the new bayonets have been delivered the Lee-Enfield rifles will be recalled and the Ross substituted throughout the whole Canadian militia.



A FOREST OF DERRICKS AT TILBURY.

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British Columbian Fruit Lands: SOME SPLENDID CROPS.

THE prospects for this year's crop on the British Columbia fruit lands are encouraging, and an increased output is practically assured. The industry, though yet in its infancy, is sufficiently advanced for it to have become certain that fruit-growing provides one of the best opportunities for the settler who has capital to invest. The bearing power of the orchards will increase year by year as the fruit trees grow to maturity and as new orchards are planted on the fertile benches of the wonderful valleys which traverse the Pacific province. Much interesting information upon the output and value per acre is given by the special correspondent of the *Vernon News*, who has recently made a tour of some of the most famous fruit-growing districts of the province. At an orchard near Vernon, for instance, the crop of nectarines and apricots last year averaged about $30 a tree, and the total crop worked out at about $3,000 an acre. The property consists of about twenty-five acres, of which five acres is planted with one-year-old trees, two acres with two-year-olds, and the rest with trees in full bearing. The manager (Mr. John Faulkner, an Englishman) works the whole of this orchard himself without assistance, as well as growing tomatoes, potatoes, and other vegetables, and small fruits between the trees.

At Gellatly, which is named after its first settler—a Scot, still in possession of the land—he saw a "magnificent glass-house, with its thousands of tomato plants just being "hardened" ready for planting out. These varied from the very smallest up to plants 18 inches high. He saw the huge strawberry bed, the extensive cabbage fields, and the land ready for the reception of the tomatoes Next he visited the orchard itself, which, in a beautifully sheltered flat behind the house, showed a mass of colour, with its pink and white blossoms.

At Peachland a fine young three-year-old orchard, from which a crop of thirty-five boxes was gathered as an initial yield, was inspected. This year's yield on this property should be quite considerable.

On the oldest orchard in the district—on which about three-quarters of the trees are peaches, together with fine McIntosh Red apple trees, plums, cherries, pears, and grapes—the average yield per tree last year, counting young and old trees, on 4½ acres was ten crates. One tree alone produced twenty-four crates.

On the third bench above the lake one grower last year had 3,000 crates of fruit and about 1,200 six-year-old trees. In the town itself, on a two-acre orchard, one five-year-old peach tree yielded fourteen boxes last year.

The wonderful returns Okanagan farmers and orchardists are already receiving are shown in the following instances, which (says the *Vernon News*) have all been fully established after careful inquiry and will bear the fullest investigation:—

In 1905 a 20-acre patch of Northern Spy apples in the Coldstream orchard yielded a net return of $10,875, or nearly $550 per acre.

Mr. E. C. Thompson, of Vernon, marketed $227 worth of fruit from twenty six-year-old pear trees. This is equal to over $1,000 per acre.

An acre of raspberries brought Mr. A. F. Venables, of Coldstream, last year, $375. The canes were planted the previous season.

Mr. B. L. Williams produced 90 tons of potatoes on five acres. These sold for $1,350, or $270 per acre.

Mr. A. Gaunt produced 1,453 crates of cherries, valued at $1,627, from 233 trees. Over $800 per acre.

Last year Mr. W. Middleton received returns from four acres of bearing orchard, in which was grown small fruits and vegetables between the trees, of $3,210, or over $400 per acre.

In 1905, Mr. John Gummow, of Peachland, sold his crop of peaches on the trees, which were then five years old, for $355 per acre, and the purchasers picked and packed the fruit at their own expense.

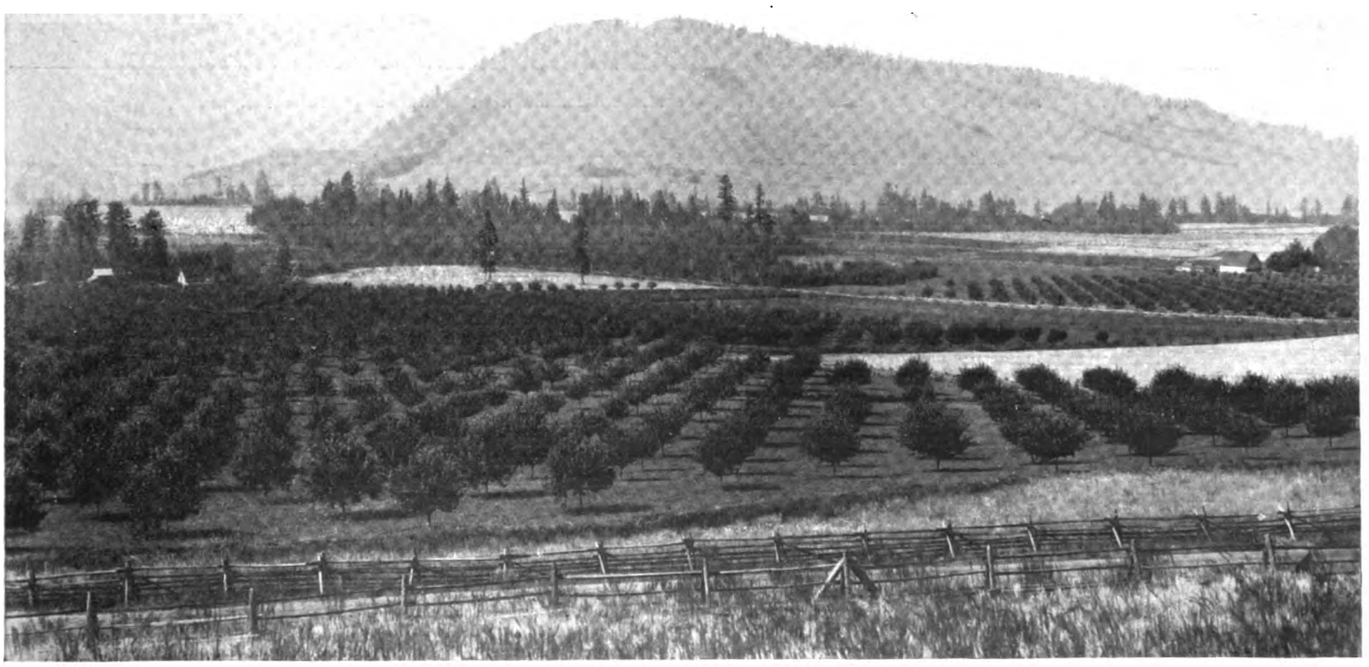
In 1906 Mr. J. R. Brown, of Summerland, sold the fruit of 110 peach trees for $800. This is at the rate of $1,200 per acre.

PEACH BLOSSOM IN AN OKANAGAN ORCHARD.

In 1907 Mr. McLaren, of Summerland, sold his crop of strawberries at a price which ran at the rate of $1,935 per acre.

In a booklet compiled by the Central Okanagan Land and Orchard Co. the following figures obtained in the Kelowna district are vouched for:—Four and a half acres of onions produced 95 tons at $22 per ton. Ten acres of potatoes produced 200 tons at $14 per ton—$2,800. One acre of tomatoes—5,000 plants—bore 85,000 pounds, which at 2 cents a pound brought in $1,700. Two-thirds of an acre of strawberries produced $900. Nineteen acres of an orchard produced apples, pears, and plums to the value of $10,000. Twenty-two acres of another orchard produced fruit worth $9,000. Ten acres of four-year-old peach trees sold on the tree at $300 per acre for the season's crop.

The total immigration into Canada for May was 23,583, as compared with 45,677 for May of last year, a decrease of 22,094. The total immigration into Canada for the five months of this calendar year was 80,482, as compared with 131,776 for the same five months of last year, a decrease of 51,294. The decrease for the five months was 39 per cent., and the decrease for May was 48 per cent.



AN ORCHARD ON THE COLDSTREAM RANCH, LORD ABERDEEN'S ESTATE IN THE OKANAGAN VALLEY.

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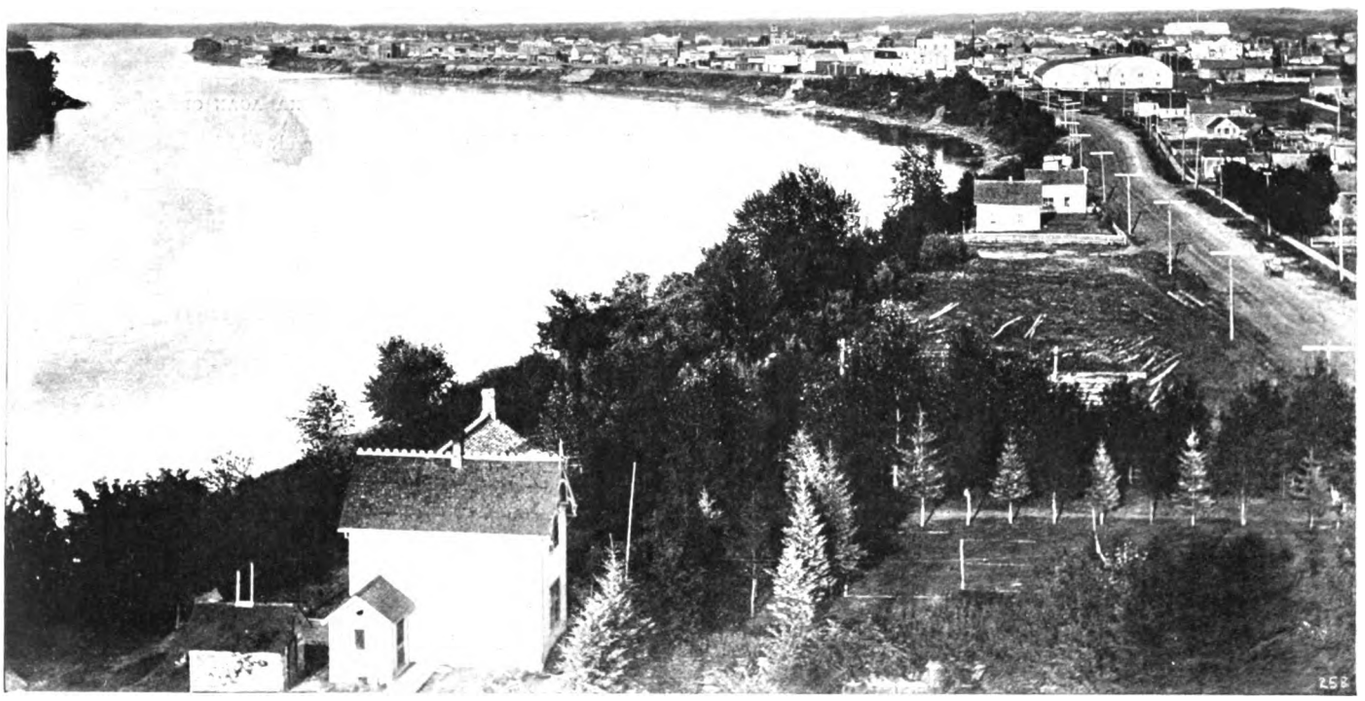
A Rising City of Western Canada: Prince Albert.

PRINCE ALBERT is one of the rising cities of Western Canada, and is beautifully situated on the south bank of the North Saskatchewan River. It is approximately 500 miles north-west of Winnipeg, 400 miles east of Edmonton, 250 miles north of Regina, 450 miles north-east of Calgary, and 600 miles south of Churchill on the west shore of Hudson Bay. Winnipeg is often spoken of as the gateway of Western Canada, and in the same sense Prince Albert is undoubtedly the gateway to Hudson Bay, towards which at the present time so much attention is being attracted. Within the Prince Albert district, or, say, a radius of 150 miles, north, south, east, and west of the city, there is an area that, for natural advantages and resources, is at least the equal of any similar area in any part of Western Canada. The city of Prince Albert is practically the geographical centre of the province of Saskatchewan, though it is actually about a hundred miles south of the exact centre. It is situated in the river valley, and both the city and the surrounding district are protected by rising ground and high bluffs clothed with forest. Hence the locality has almost complete immunity from the fierce and bitter storms which are sometimes experienced on the more exposed western prairies.

When the inrush of settlers began some half dozen years ago to overrun Western Canada, the pioneers of the movement were loath to try their fortunes so far north as the northern fork of the great Saskatchewan River, and it was only natural that places along the C.P.R. came in for the first share of development. As it was to the interest of the railway company to get as large a share of population as possible settled along its lines, powerful influences were brought to bear to convince incoming settlers of the desirability of securing lands in the southern part of the three provinces comprising Western Canada. The lands in the south are excellent, but they are less fertile than the soils of the great Saskatchewan Valley, nor is the winter climate along the United States border line so mild as that experienced 400 miles further north. Cattle and horses winter out in the Prince Albert district, as they do at Edmonton, while several hundred miles further south the stock-raiser finds this an impossibility. Round Prince Albert the luxuriant growth of native grasses, the shelter of the numerous bluffs, the abundant water supply, and the complete exemption from "blizzards" make the district an ideal one for stock-raising. Vegetables of all sorts attain to a great size and yield, and for mixed farming there is no richer district in Western Canada. Its season is one of the earliest. In 1906 wheat cutting commenced on August 6, and by September 1 threshing was in full swing. Individual yields of wheat were in that year as high as fifty bushels to the acre, and oats yielded from seventy-five to a hundred bushels per acre. Some idea of the extent of the wheat area may be gathered from the fact that a field of beautiful wheat has been cut on August 12, 150 miles north of Prince Albert.

From the working man's point of view, Prince Albert is a good headquarters for winter employment. It is the largest lumbering centre in the North-West, which includes Manitoba. Eight hundred and fifty square miles of timber limits are now under lease, tributary to Prince Albert. Five lumber mills are in operation, the largest having a producing capacity of no less than 50,000,000 feet per annum. This industry employs in the winter in the lumber camps not less than 1,500 men, making provision for the next season's cut. The pay for sawmill workmen is good, and the work is steady. A man with a farm in the Prince Albert district can form a comfortable home, and during the winter months, when the farm least requires his attention, he can make enough money working for wages to give the farm a fair start, and provide household expenses for the whole year.

Prince Albert's position on the Saskatchewan River will enable it to obtain an enormous electrical power to be used in the development of its various industries, present and prospective. About fifteen miles east of the city there is a series of rapids, where a great volume of water rolls through a narrow channel. At this point a moderate expenditure will develop electrical energy to the extent of many thousands of horse-power, and the harnessing of the mighty Saskatchewan for the generation of the "white coal of Canada" is now under discussion, which, in the sturdy, self-reliant way of the Westerners, is the sure prelude to energetic and immediate action. When Prince Albert has a great electrical power available there are vast supplies of raw material in the immediate neighbourhood to be drawn upon for the creation of profitable industries. The forests to the north are looked upon as being practically inexhaustible, and it will probably be many years before the annual cut approaches in quantity to the annual natural increase. There are hundreds of square miles of the best description of pulp wood, now in great demand for paper making, and with markets of great prospective value opening up in Japan and China. As regards flour-milling, Prince Albert, on the opening of the Hudson Bay route, will be the nearest shipping point to Europe, and an important milling centre for western wheat. There are now two flour mills in operation, and a third, the finest west of Winnipeg, is in course of construction, and will be running this year. The total capacity is 500 barrels of flour daily.



THE GATEWAY TO HUDSON BAY: PRINCE ALBERT, ON THE SOUTH BANK OF NORTH SASKATCHEWAN RIVER.

As a railway centre, Prince Albert is a place of present and increasing importance. It is one of the strongholds of the Canadian Northern Railway, as is fitting for the railway that is pioneering the Hudson Bay trade route. When the Canadian Northern purchased the Qu'Appelle, Long Lake, and Saskatchewan Railway from Regina to Prince Albert, it obtained two lines entering the city, one from Winnipeg and the east, and the other from Regina and the south. The Canadian Northern also has another line from Prince Albert to Battleford, connecting there with the main line from Edmonton and the Far West. The Hudson Bay Railway is under construction, so that in a very short time Prince Albert will have Canadian Northern lines running from it to north, south, east, and west. The Canadian Pacific for the last twelve or thirteen years have operated the Regina and Prince Albert

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Railway under lease from its proprietors, the Qu'Appelle, Long Lake, and Saskatchewan Railway Company. Since it was acquired by the Canadian Northern in July of the present year, the Canadian Pacific Company, to secure an access to Prince Albert over their own lines, are pushing on with the construction of their Manitoba and North-Western Branch Railway into Prince Albert. The Grand Trunk Pacific also propose to tap the Prince Albert district with a branch line, and Mr. James J. Hill, President of the Great Northern Railway of the United States, is credited with a similar intention in respect of the new railways he is building in Western Canada. Prince Albert is the centre of the river navigation. The Saskatchewan is navigable for scows and steamers of light draught from Prince Albert all the way up to Edmonton, and this water carriage as it comes to be increasingly utilised is likely to become an important trade factor in the development of Saskatchewan and Alberta. A little study of the map shows the commanding position held by Prince Albert, especially when the Hudson Bay trade route to Europe becomes an accomplished fact, as it will in the next two or three years. In the meantime, emigrants from the United Kingdom will find plenty of work in the district that has Prince Albert as a centre, and an excellent country with good local markets in which to start wheat growing, or, preferably, mixed farming. R. W. W.

—⁂—

THE MOOSE MOUNTAIN IRON RANGE.

Mr. Norman L. Leach recently read a paper at the Canadian Mining Institute, Ontario, dealing with "The Moose Mountain Iron Range, with special reference to the properties of Moose Mountain, Limited." These properties are situated in the township of Hutton, twenty-five miles due north of Sudbury. The existence of iron ore in the township has been known in a general way for years, and how a branch of the Canadian Northern Ontario Railway, from Toronto to Sudbury, was built from Sudbury North to the mines. A spur from the main line has been constructed to the Georgian Bay, connecting the mines with the Great Lakes. Mr. Leach described the ore docks now under construction at Key Inlet, and said that a splendid natural harbour had been secured there with twenty feet of water alongside the ore docks, more than enough to float the largest vessels on the Great Lakes.

These docks, he says, are of unique construction, and will be unlike any on the Great Lakes for the handling of iron ore. The ore from the mines, loaded in hopper-bottomed cars, is dumped from a trestle to a stock-pile ground beneath. Under this stock-pile ground, in line with the centre line of the trestle, is a tunnel through which a forty-two inch belt will convey the ore to a similar belt at the water's edge, which in turn conveys and elevates the ore to the dock trestle sixty feet above the water level. It is then tripped off the belt, weighed by an automatic device, and dumps into pockets from which it will be spouted into the hold of the vessels alongside the dock. It is expected that these belts will have a capacity of eight hundred tons of ore per hour.

Development work at the properties of the Moose Mountain, Ltd., has proved the existence of several large deposits of merchantable ore, principally magnetite, and a small amount of hematite. The ores occur in the following rocks of the Keewatin age. Those in close proximity to the ore bodies consist principally of diorite, diabase, hornblende-schist, horneblende-gneiss, all of which may be collectively referred to as greenstone. In a few instances granite comes into contact with the ores. Numerous exposures of magnetic ores are to be found Where weathered the ore presents grey, dark green and black appearances, and glaciated surfaces have the lustre of metallic iron. When crushed for shipment the ores have a steel grey appearance. These ores can be delivered to any blast-furnaces in Canada or the United States, tributary to the Great Lakes.

So far actual mining operations have been confined to the "No. 1," or original "Moose Mountain" deposit. The surface of the ore body at this point is approximately 140 feet above the level of the railroad loading track. The ore is won by overhand stoping, from an open face of from 60 to 70ft. in height, trammed out to a large chute discharging 30 feet below the level of the bottom of the present stope into a No. 8 Austin gyratory crusher, which reduces it to a maximum size of five to six inches diameter. Leaving the No. 8 crusher the ore passes through a revolving screen 48 inches by 12 feet with ¼-inch perforations, the rejections going direct to the foot of the elevator pit, and the balance to a No. 5 Austin gyratory crusher discharging into the 14-inch by 30in. buckets of a 52 foot centre belt elevator, which elevates the ore into the loading bins, whence it discharges through hoppers into the railroad cars.

A 16-inch by 42-inch Jenckes Corliss engine, to drive the crushing plant, and two 150 h.p. return tubular boilers, constitute the present power plant, the machine drills having been operated by steam up to the present time.

Very little systematic exploration work has been done upon the Moose Mountain Range as yet, and when it is remembered that upon all of the older iron ranges of the Lake Superior country millions of dollars have been, and are still being, spent in the systematic search for new ore bodies, and that all of these iron ranges show more ore in sight today than ever they did, it seems a reasonable possibility that careful explorations in the future will reveal still other bodies of merchantable ore in the Moose Mountain district.

—⁂—

CANADA'S PIG LEAD PRODUCTION.

Under the stimulus of a Government bounty, the production of pig lead in Canada has more than doubled in the past five years, and one of the most promising industries in the province of British Columbia has been saved from annihilation at the hands of the American trust. An Act of Parliament of 1904 authorised the payment of $15 a ton on the production of pig lead when the price in the London market was less than £12 10s. per ton, and the expectation of Parliament had been that this policy would involve an outlay of $500,000 per year for five years, or $2,500,000 in all for the five years in question. Owing, however, to the high price of lead in the world's markets, the actual bounty payments for the five years have been only $700,000, and Parliament has, accordingly, agreed to renew the bounty until 1913, provided, however, that the total sum paid out shall not exceed the $2,500,000 originally agreed upon, and that the subsidy payments in any one year shall not exceed $500,000. The bounty will be payable hereafter whenever the price of pig lead falls below £14 10s. in London.

In 1903 the zinc ore which occurs with the pink lead, was a source of considerable profit to the mineowners, but since that time the American Government has imposed a 20 per cent. *ad valorem* duty on zinc, which made it impossible to have these ores treated in the United States, so that at the present time the zinc ores are simply placed on the dump until such time as they can be treated in Canada or until better tariff relations come about between the two countries. A great deal of importance, however, is attached to the mining of lead in British Columbia, because of the use which is made of these ores in the reduction of refractory gold ores of the War Eagle, Centre Star, Lefroy, and other mines. The largest producer of lead in Canada is the St. Eugene Mine, but the lead-bearing ores are also mined in the Kaslo region, which includes Trout and Ferguson camps, the Ainsworth district, the Sandon district, the Slocan district (including Slocan City, Silverton, and New Denver), the Nelson district, the East Kootenay district (which includes the town of Ymir), the Marysville district (which includes the Sullivan and North Star camps, as well as the Paradise and Harrigan camps at Wilmer), and some camps in the neighbouring districts of Yale and Cariboo. In one way and another the silver lead industry affords employment to between 2,000 and 3,000 persons, and it is said that further development will result from the renewal of the Government bounty.

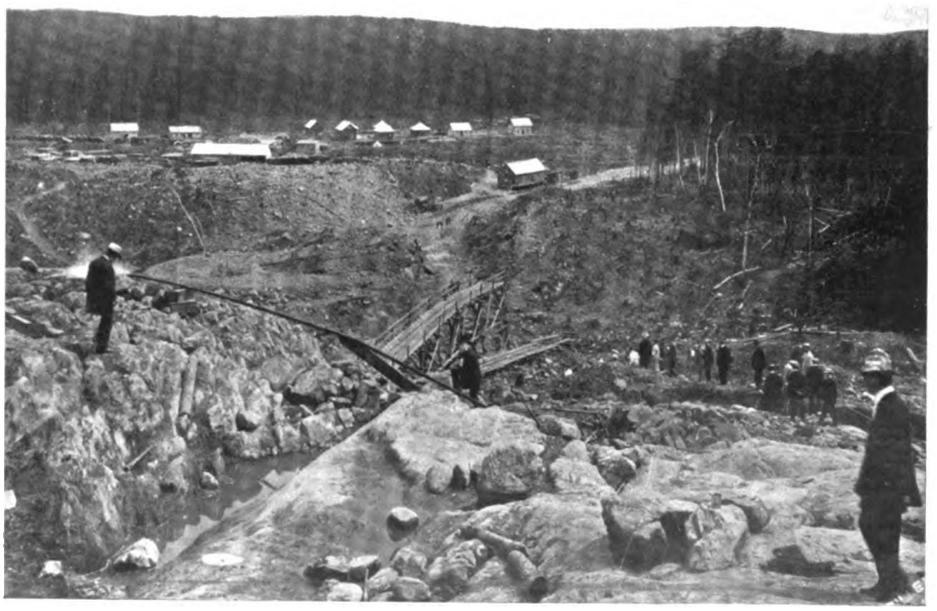
—⁂—

PROSPERITY IN NOVA SCOTIA.

With the exception of the lumber business there is no branch of industry in the province of Nova Scotia which has not shown a substantial advance during the six months ended on June 30. The *Halifax Chronicle* publishes reports from its various special correspondents throughout the province, which tell a story of good times, of thriving industries, of active trade, of busy towns, of the promise of bumper crops, and of progress and development all along the line.

The spring catch of cod, mackerel and herring has exceeded all expectations. The apple yield promises to be the largest in the decade. The collieries are working at their fullest capacities with outputs far in excess of those of last year. Manufacturing plants are busy. Shipbuilding is active, and labour is fully employed at good wages.

The Bank clearings afford corroborative evidence that Nova Scotia has felt the trade and financial depression less than the Western provinces.



IN THE MOOSE MOUNTAIN IRON RANGE

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Cobalt's Value to Owners.

$7,000,000 PAID IN TWO AND A-HALF YEARS.

FOUR years only have elapsed since the discovery of the first signs of silver in Cobalt, and already the mines of that world-famous camp have earned for their owners and the shareholders in the companies interested in them the sum of nearly $7,500,000. The development work now being done is continually exposing new veins, and the fears that the values of the leads would deteriorate as the mines were deepened have been proved groundless. The values have nearly always been maintained to the depths—at prsent moderate—to which they have been followed. Much development work is being done, and in some mines dividends are being paid even while the drifting, sinking, and cross-cutting, which is usually not productive of any paying ore, is taking place.

Mr. Frank Burr Mosure, the special correspondent of the *Toronto World* at Cobalt, who is known as being reliable in his statements, has compiled the following returns of the dividends paid by the Cobalt mines up to the present time:—

In the first half of 1908, to July 15 (he says), eleven Cobalt mines paid nearly $1,500,000 in dividends, using that word in its strictly technical sense. The Temiskaming and Hudson's Bay Company paid by sale of the Stormont mine, now known as Silver Queen, $782,300 prior to 1907. The Trethewey earned for its owner $236,000, and is now owned by the company of that name. It has paid one dividend, and is accumulating a large cash reserve. Foster has paid a dividend, and will doubtless continue to earn money, as a large part of both these properties has not been prospected, and the unprospected acreage is just as promising as the few acres of partially developed ground, where the mine buildings have been erected.

The great Temiskaming has established a record. It has declared a second dividend of 3 per cent., and this company has for its 1,000 feet of sinking, drifting, and cross-cutting had $500,000 in smelter returns, of $5,000 per foot. The following statement shows Cobalt's returns, as nearly correct as possible:—

Dividends and Earnings Paid.

Cobalt mine owners and shareholders in Cobalt mines have already received over $7,000,000. La Rose has earned nearly $2,000,000. Nipissing and O'Brien each over $1,000,000.

In 1906.

	Dols.
Tem. and Hudson's Bay (dividends)	782,300
Trethewey (earnings and profits)	236,000
	1,018,300

In 1907.
Dividends.

	Dols.
Nipissing	720,000
Coniagas	440,000
Kerr Lake (Jacobs)	360,000
McKinley-Darragh	132,452
Silver Queen	120,000
Buffalo	108,000
Right of Way	70,000
Foster	45,000
Trethewey	40,000
Royalties collected by T. and N. O. Railway	50,901
Royalties collected from O'Brien	237,000
Earnings for owners of O'Brien	700,000
Earnings for owners of La Rose	1,800,000
Earnings to date, say, of other companies	200,000
	5,023,352

In the first half of 1908.
Dividends Only.

	Dols.
Nipissing	360,000
Coniagas	240,000
Kerr Lake (Jacobs)	180,000
Temiskaming	150,000
McKinley-Darragh	165,565
Silver Queen	75,000
Buffalo	54,000
Right of Way	35,000
Tem. and Hudson Bay	30,800
City of Cobalt	25,000
Crown Reserve	80,000
	1,395,365
Total	7,437,018

Dividend Payers.

Nipissing.—Three per cent. quarterly and bonuses.

Coniagas.—Two per cent. second month and 12 per cent. per annum on its $4,000,000 capitalisation.

This company controls 40 acres. The first dividend was paid on May 3, 1907. Last year it also paid one bonus of 1 per cent.

Kerr Lake (Jacobs).—Two per cent. quarterly, and always pays 1 per cent. bonus. Last year it paid 12 per cent. on $3,000,000.

Buffalo.—Three per cent. quarterly, or 12 per cent. per annum. Started to pay regular dividends October 1, 1906, and has therefore paid 21 per cent. on $900,000 of its capital

Temiskaming.—Three per cent. quarterly, or 12 per cent. per annum. It has paid one dividend, and will pay its second on July 1.

Silver Queen.—Three per cent. quarterly. Went on regular dividend basis on April 23, 1908, and with first regular dividend paid bonus of 2 per cent. It had some months previous paid one interim dividend of 8 per cent. on $1,500,000.

Crown Reserve.—Has declared half-yearly dividend of 4 per cent., or 8 per cent. per annum on capitalisation of $2,000,000. It pays a Government royalty of 10 per cent.

Right of Way has already paid 7 per cent. dividends, or 21 per cent. on its capitalisation of $500,000. It pays a royalty of 25 per cent. to the T. and N O. Railway. It will shortly go on a regular dividend basis of possibly 5 per cent. per month.

Right of Way, Trethewey, and McKinley-Darragh are sure to become "regulars" very shortly, and City of Cobalt, Crown Reserve, and others will undoubtedly follow in their wake. Big Pete, of Cobalt Central, will pay a dividend shortly, as the intention has been almost officially declared. Silver Leaf should be another.

The above tabulated statement will disclose the earnings of the camp to date of the privately-owned or publicly-held mines of the Cobalt district. The O'Brien pays a 25 per cent. royalty, and its earnings are, therefore, public property.

USEFUL BANKING STATISTICS.

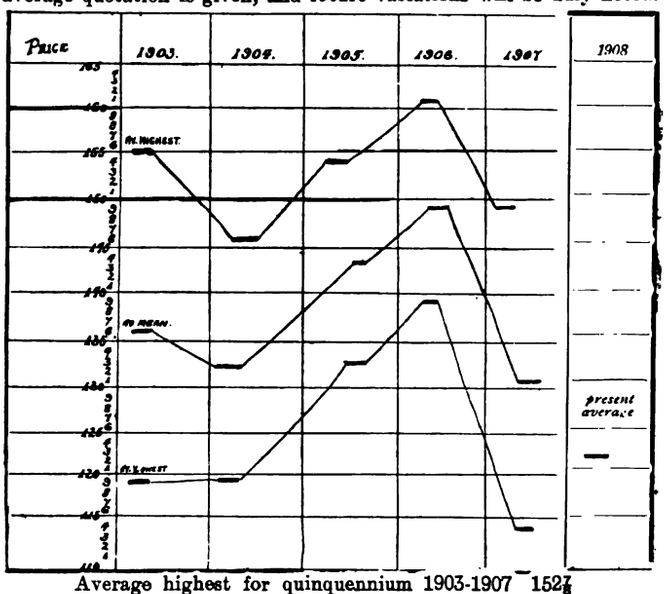
We have before alluded to the instructive statistics published by Messrs. Baillie, Wood, and Croft, of Toronto. They have recently compiled a chart giving useful information to May 31. We would ask Canadian financial institutions and firms issuing statistics that may be of use to investors in this country to forward copies to *CANADA*, so that they may be reproduced or commented upon in its columns.

Bank Stocks.	Shares Par Value.	Present Annual Dividend.	Yield at Present Price.	Earnings 1907.	Per Cent. on Capital.	Quotation Record 1908. High.	Low.
Commerce	50	8	5.00	1,752,349	17.52	164	155
Crown	100	4	...	48,463	5.07	...	...
Dominion	50	12	5.35	635,235	17.77	228	216
Hamilton	100	10	5.38	384,708	15.57	191	185
Home	100	6	...	78,030	9.73	...	...
Imperial	100	11	5.18	719,029	16.26	218	209
Merchants	100	8	5.16	961,660	16.02	158	148
Molsons	100	10	5.08	544,038	16.95	200	188
Metropolitan ...	100	8	...	147,819	14.78	...	...
Montreal	100	10	4.35	1,980,138	13.75	243	230
Nova Scotia ...	100	12	4.28	681,709	22.72	283	275
Ottawa	100	10	...	443,288	14.77	...	...
Quebec	100	7	5.65	300,011	12.00	124	120
Royal	100	10	4.51	742,034	19.03	224	219
Standard	50	12	5.50	251,618	17.82	220	213
Sterling	100	5	...	27,206	3.51	...	...
Toronto	100	10	4.80	586,635	14.66	208	205
Traders	100	7	5.38	522,822	12.02	130	121
Union	100	7	5.38	446,532	14.88	130	124

CANADIAN SECURITIES INDEX STATISTICS.

(Compiled from Montreal and Toronto fluctuations.)

The following chart, compiled from reliable data, gives the extreme variations and means in a group of representative Canadian securities of the average nominal value of 100 per cent., including steam and electric railway, banks, public utility, iron and steel, electrical, mortgage, navigation, and general industrial investments, and will be useful to investors in this country desirous of keeping in touch with fluctuations on the Canadian exchanges. The present average quotation is given, and future variations will be duly noted.



Average highest for quinquennium 1903-1907 152⅞
,, lowest ,, ,, 124½
,, mean ,, ,, 138½

The present average price is 121¾, which is still 2⅝ below the average lowest for the quinquennial period.

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REAL ESTATE NOTES.

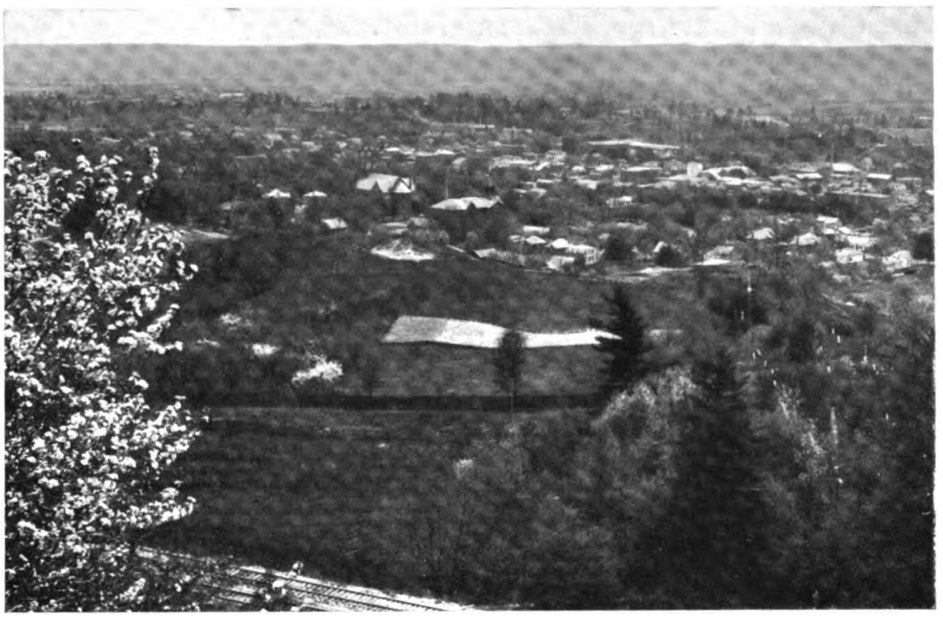
Montreal.—Messrs. J. Cradock Simpson and Co. report that the steady growth of the city and the confidence of investors in its continuance serves to keep up suburban development, and the process of cutting up acres into building lots is still going on. It is not at all likely that all the property now held by large speculative interests will be unloaded this season on the public. The demand for housing in this city, in spite of the building movement of the last few years, is not yet satisfied, and this encourages many home-seekers and small investors to buy land and hold it until such time as the increased population makes it possible for them to realise profits.

Money is somewhat easier, and the general feeling is that business is improving, and that the more hopeful outlook is having a wholesome effect upon real estate.

Toronto.—The purchase of the Bickford ravine, running from Bloor Street in a southwesterly direction to near College Street, has been decided on by the Board of Control to facilitate the extension of Harbord Street. The price at which the property was originally offered was $60,000. Since that time some houses have been built and other improvements made.

The Union Trust Company are opening the Croft property on the north-west corner of Yonge Street and Eglinton Avenue, which has been subdivided into building lots.

Among recent sales are vacant land on St. George Street at $75 per foot; a lot in Parkdale, for the Bowling Club, at $45 per foot; a lot in Queen Street, 134 ft. by 130 ft., for $82 000; a residential lot at the corner of Poplar Plains Road and Schiller Avenue fetched $60 per foot.



DUNDAS, ONT., A CITY IN THE FRUIT-GROWING DISTRICT OF ONTARIO.

Transactions in real estate continue to be mainly confined to medium-priced house property. Some lots for residential purposes have been sold at prices varying from $25 to $57 per foot frontage, according to location.

Hamilton.—The Hamilton Tube Company, a branch of a large United States firm, has purchased the Hoeffner property of about five acres.

Fort William.—The corner lot of 50 feet, at the junction of Victoria and Brodie Streets, has sold for about $20,000.

Three million dollars will not represent the actual value of new buildings which will be erected at Fort William this year. It promises to be one of the best years from a building standpoint in the history of the city. Two elevators are included in the figures, and the value of these will alone amount to $1,500,000.

Winnipeg.—A prominent real estate authority reports that money is more plentiful for mortgages on first-class residential property at rates of 6 to 7 per cent., with the result that owners, who are sanguine of the steady expansion of the city, are taking advantage of the favourable conditions as to prices of labour and material to erect new dwelling-houses. The present demand for certain classes of dwellings cannot be satisfied, and only the money stringency has retarded building construction. There is also more activity in the investment market, and a large number of property exchanges are being registered. One of the largest June transactions was the sale of Aurora Court, at the corner of Ellice and Langside, for $75.000.

Excavations are in progress at the corner of Carlton and Cumberland for the handsome new apartment block to be erected on that site. This will be probably the finest apartment building in Winnipeg, if not in Canada. Broadway has two apartment blocks in course of erection at the present time. They will be completed this fall if the present rate of construction is maintained. There will be a considerable addition to the suites for rent in the city this fall. Winnipeg is becoming very much attached to this style of living.

A report from Mr. J. W. Harris, the assessment commissioner, places the total assessment for 1908 at $103,051,500 and the city's population at 118,252. The business tax assessment by way of capitalised rental value is put at $13,349,160, hence the total assessment of the city is $116,400,660.

Regina.—Building is not as active as it was in former years. Many private residences are going up here, but most people are waiting till later on in the season to begin. The Government has awarded a contract for its Legislative buildings which will cost over one million dollars. The city is erecting some buildings, notably a market, and is laying out two large parks besides going on with drainage and water works. A Collegiate Institute to cost $100,000 will shortly be under contract, and a city hospital is to be built at an equal cost.

The new building of the Young Men's Christian Association, to be opened this month at Regina, has cost $100,000, nearly all of which was raised by private subscription. The city gave $15,000. It contains a well equipped gymnasium, a swimming bath 40 ft. by 20 ft. and 10 bathrooms.

Prince Albert.—The Dominion Government intends to proceed at once with the building of the penitentiary on the 1,000 acres purchased about a mile and a half west of Prince Albert on the banks of the Saskatchewan. The institution will have its own waterworks plant, and tenders are being asked for its installation.

Saskatoon.—Tenders have been received for the building of a civic hospital. The increasing use of automobiles has led to the erection of a garage which will accommodate 100 vehicles.

As a result of the visit of a large party of Americans to the Tramping Lake District, thirty sections of Canadian land have passed into their hands. Members of the party are most enthusiastic over the country, and state that the present trip is only the beginning of the influx of people who will take up land in this district.

The building trades are now fairly active. Every part of the city has new residences of various shapes and sizes, and more are being added. In the business section quite a number of larger buildings are in course of erection.

Edmonton.—Building operations continue quiet, but a number of business blocks are going up, the new court-house is to be begun soon, the post-office is making good progress, and work on the Parliament Buildings is now beginning with the erecting of the structural steel. As compared with last year, however, a much smaller number of dwellings are being erected.

Calgary.—There are fifty licensed Real Estate agents in this city. Property is being offered for the following prices according to location:—Residence lots, 25 by 140 ft., $100 to $1,200 each; retail business lots, $100 to $800 per foot frontage; wholesale lots with railway spur, $100 to $300 per foot frontage; factory site with railway spur, $100 per acre.

Olds, Alta.—A section of land (640 acres) two miles south of this place has been sold for $11,520.

Victoria.—Building materials are now cheaper than they have been for seven or eight years in this city, and can safely be said to be twenty-five per cent. less than formerly. Investors who have land lying idle can now use it to the best advantage.

The present dearth of vacant stores, offices, and residences is very noticeable in all good locations. One of the recent real estate transactions has been the sale of a lot on Fort Street, which has been acquired for the erection of Turkish baths.

Vancouver.—A sixteen-story skyscraper, to cost $800,000 and to be erected on a downtown site, is now being promoted by Seattle and St. Louis capitalists.

This year the buildings erected have been mostly dwellings put up hurriedly for the purpose of housing the increased population, constantly demanding homes. The cause of the steadiness of real estate, under tight money conditions is that, although business property is quiet, holders realise that with the continued growth of the city, values must go higher. It is also an opportune time to build, as wages are rather lower than formerly and lumber is somewhat cheaper, conditions which will surely change for the worse in the future, from the builders' standpoint.

The value of building permits issued in Vancouver for the six months ending June 30 was 50 per cent. greater than for the same period last year.

UNCLAIMED BANK BALANCES.

The Hon. W. S. Fielding has given in the Canadian House of Commons a report of dividends, unclaimed balances and drafts or bills of exchange remaining unpaid in the chartered banks of Canada for five years and upwards prior to December 31 last year. The Bank of Montreal heads the list with $121,688 unclaimed balances, $1,124 unpaid dividends, and $3,988 unpaid drafts on bills of exchange. Unclaimed balances of this bank for 1906 were $111,178. The unclaimed balances of the Montreal City and District Savings Bank have grown from $90,060 in 1906 to $103,175 in 1907. Other banks with large balances lying unclaimed are: Bank of British North America, with $54,379, and Canadian Bank of Commerce with $53,266. Those with the smallest amounts unclaimed are the Bank of St. John's with $8.29, the Sovereign Bank with $91.79, and the Stephens Bank with $306.78. The total figures show an increase in unclaimed balances over 1906 (the latter year being $554,574), and 1907 of $586.246.

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We have made hundreds of thousands of dollars for our clients and purchasers.

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References:—
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SPECIAL ILLUSTRATED ARTICLES
Descriptive of particular Towns & Districts in the Dominion, Have frequently appeared in CANADA. Beneath we give a list of the names of Towns dealt with recently, together with the number of the issue of CANADA in which each article appeared.

	Issue No.		Issue No.
BATTLEFORD	93	PORT ARTHUR	73
BRANDON	79	PRINCE ALBERT	84
"	128	PRINCE RUPERT	122
CALGARY & DISTRICT	104	REGINA	88
EDMONTON & RED DEER	120	"	128
HAMILTON	127	SASKATCHEWAN VALLEY	82
LLOYDMINSTER (& BARR COLONY)	85	SASKATOON	124
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PUBLIC WORKS IN SASKATCHEWAN.

The Government of the new province will spend about $3,000,000 in public undertakings which include half a million for large steel bridges, nearly a million for court houses, land titles buildings and an insane asylum, and a million and a half for legislative buildings. In addition, the following institutions are contemplated: Agricultural College, University, Deaf and Dumb School, Home for Incurables, Hospital of Consumptives. These will mean an additional two millions. The Government will place two million dollars worth of debentures on the market this year.

PUBLIC WORKS IN ALBERTA.

The Hon. W. H. Cushing, Minister of Public Works, during a recent interview spoke of the progress on the public works now under construction in the province, Mr. Cushing said the cement work on the parliament buildings in Edmonton was complete and that the stone work had commenced. The normal school in Calgary would be ready for opening in the fall. The land titles building in Calgary would be completed before the end of the year. The new Wetaskiwin court house would be opened early next year. The contract for the construction of the new court house in Edmonton was let. Work would be begun on the Lethbridge court house and gaol and on the asylum at Ponoka, but it was not expected that much progress could be made this year. Most of thi; work was being done by the province by day labour. A large organisation was required to look after it properly, but it was found to pay the province to do the work in this manner. The telephone system of the province was now under full operation by the Government which had assumed control on April 1. All the cities of the province were connected with the exception of Medicine Hat, which could only be reached by the construction of a long new line which would entail considerable expense.

CANADIAN TOWNS OF THE FUTURE.

The United States Bureau of Manfactures at Washington has published a report from one of its Canadian consuls, who says that the crowning work of the first decade of the 20th century for Canada will be the completion of the Dominion's second transcontinental railway. The report continues:— Experience of the past has led the railway company to deal with great care with the future town sites along the new road, and the company proposes to control, as much as possible, not only the location of the sites for the towns, but also the laying out and building of the future cities. On the prairie section nearly a hundred of these sites have been located, and all but a few on the north side of the railway. The main street of each town is to run at right angles with the track of the main line.

All the lots are rectangular blocks and parallel with the railway, and adjoining the depot right of way, a long strip of land, 100 feet wide, has been reserved by the company, at each town site, for the purpose of planting trees and shrubs to beautify the town. The company will also impose building restrictions in all the towns. Along the main street and on the avenues close to the station, on a given area, no buildings will be allowed to cost less than £200. No shops, livery stables, or other noisy and disagreeable businesses will be allowed near the station, but will all be grouped in one block in a place convenient to the town.

WELL-PAID RAILWAY PROMOTERS.

A despatch from St. Paul, Minnesota, to the *Montreal Star* states that in the railroad rate cases, in which testimony was taken before Judge Otis, Special Master in Chancery, Mr. H. A. Gray, controller of the Northern Pacific Railway, admitted that $49,000,000 of the original stock of the company was issued to holders who paid nothing for it, receiving it as a bonus for services in organising the company.

CANADIAN HOLDERS OF BANK STOCK.

In a recent issue of the *Montreal Gazette* appears the following table, which shows the market value of the bank stock held by residents in the principal cities of the Dominion:

Montreal	$38,129,555
Toronto	27,318,420
Halifax	14,591,530
Quebec	11,745,385
Ottawa	7,696,065
Hamilton	4,808,025
St. John	1,848,710
Winnipeg	992,745
Kingston	950,885
Victoria	448,410
Vancouver	349,365
London	311,165

The great proportion of the holdings of Montrealers are in banks having their headquarters in that city, the Bank of Montreal alone accounting for nearly one-half the total. Toronto's holdings are also widely distributed, though 40 per cent. is in the Imperial and Dominion Banks. In proportion to population, Halifax and Quebec are most largely interested in the banking business.

INSURANCE LOSSES AT THREE RIVERS FIRE.

According to an interview given by Mr. W. Rochleau, Inspector of the British-American Insurance Company in Montreal, the total of insurance carried on the property destroyed by the fire which recently occurred at Three Rivers, Quebec, does not amount to more than $600,000, which he believes is about 60 per cent. of the entire valuation.

The following is a partial official list of the insurance losses:—

Alliance	$40,000
British America	35,000
Guardian	60,000
Liverpool and London and Globe	85,000
London and Lancashire	40,000
Manitoba	5,000
North British and Mercantile	60,000
Northern	40,000
Phoenix of London	60,000
Queen and Royal	100,000
Dominion	5,000
Mount Royal	4,000
Montreal, Canada	30,000

KAMLOOPS, A GROWING BRITISH COLUMBIAN TOWN.

BIG PROFITS IN LAND.

It is widely known that very large profits have been made in Canada, as in all newly settled countries, and as a matter of fact, large profits are being made to-day by judicious investors. An instance of this was made public recently when an enquiry was made at Ottawa by the Public Accounts Committee.

A witness was questioned as to sales of land at St. Boniface to the National Transcontinental Railway commission, and he stated in his evidence that he purchased some of the lands himself, and other portions in conjunction with friends. They were purely speculative transactions, he having figured out that whether the Railway Commission purchased them for terminals and shops, as seemed likely, or not, the railway would have to run near them, enhancing their value. In the first place he bought four quarter sections, at a total cost of $79,200. When the commission wanted to buy he asked for the whole property (640 acres) $325 per acre, but offered to sell for $287 an acre if the commission would buy three of the quarter sections and erect shops on them, leaving him the other. This was agreed to, and the three quarter sections, which had cost him $79,200, were bought by the commission for $138,000.

At a later period he bought two other quarter sections in the same territory at $20,000 each. These they offered to the commission for $104,000, but the price was not accepted, and they finally agreed to and did sell to the commission for $84,000.

A half section (320 acres) near Treherne, Manitoba, has been sold for $10,000.

Land in the vicinity of Carlyle, Saskatchewan, has changed hands recently at $17 per acre.

A PROSPERING WESTERN CITY.

As an instance of the rapid strides which some western towns are making, which had no existence when the last official census of the Dominion was taken in 1901, it may be mentioned that Saskatoon, in the province of Saskatchewan, which had less than 200 inhabitants six years since, has now over 6,000.

One retail store in Saskatoon in twelve months had a turnover of $432,000, and another of $237,000. This business has been built up in five or six years.

Saskatoon owes much of its rapid development to the position it occupies in regard to the new lines of railway which are passing through or near it in all directions. It is a great supply depot for a large area.

THE MONEY STRINGENCY IN CANADA.

Mr. W. A. E. Mackay, of the London office of the London and Lancashire Life Assurance Company, accompanied by Mr. B. Hal Brown, the general manager of the company in Canada, has been making a tour of the Canadian West. In an interview, published in the *Winnipeg Free Press*, Mr. Mackay is reported as saying: "I was here two years ago, and I was then impressed with the potentialities of western Canada and Winnipeg, hence the recommendation that has been made as to our building in Winnipeg. The money stringency is now practically over in the east, and it is believed that business is beyond the turn and is on the up grade. The insurance business is a favourable index, and it is satisfactory. Our company has over $10,000,000 invested in bonds, securities and first mortgages in Canada, west of Lake Superior, so our point of view can be estimated. What with a good crop and the passing of the tight money situation, things look very well for the West."

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British Trade with Newfoundland.

MR. RICHARD GRIGG'S REPORT ON CONDITIONS AND PROSPECTS.

WE have just received a copy of the report issued by Mr. Richard Grigg on his commercial mission to Newfoundland. Mr. Grigg began his work in the colony in May, 1907, and the result of his inquiries and investigations is set forth fully, every industry and branch of trade being included in the report. One of the first impressions the reader gains in scanning the admirable tables of statistics in the report is that Great Britain is losing trade with the colony. The three countries which chiefly participate in Newfoundland's foreign trade are the United Kingdom, Canada, and the United States, but whilst they have little short of the whole of the import trade, their share of the export trade is very much less. Thus in the year 1903-4 these three countries supplied 92 per cent. of the imports, but took only 44 per cent. of the exports; in 1904-5 the shares were 92.4 per cent. and 42 per cent.; and in 1905-6, 93.8 per cent. and 39.4 per cent. The following table shows the average for each three years in the past fifteen years of the import trade of Newfoundland:—

Years.	Total Imports.	Imports from the United Kingdom.	Per-centage.	Imports from Canada.	Per-centage.	Imports from the United States.	Per-centage.
	$	$		$		$	
Average 1891–3	6,485,000	2,296,000	35·4	2,456,000	37·8	1,386,000	21·3
,, 1894–7	6,363,000	2,125,000	33·3	2,156,000	33·8	1,728,000	27·1
,, 1898–1900	6,332,000	1,892,000	29·8	2,238,000	35·3	1,864,000	29·4
,, 1901–3	7,931,000	2,238,000	28·2	2,657,000	33·4	2,503,000	31·5
,, 1904–6	10,047,000	2,595,000	25·8	3,683,000	36·6	3,116,000	31·0

It will be observed from the above table that of the total imports the British share has gradually declined year by year; in the triennial period 1891-3 the United Kingdom supplied on an average 35.4 per cent. of the imports, and in the triennial period 1904-6 only 25.8 per cent. Meanwhile the United States share of the trade has steadily increased to almost precisely the same extent as the British has declined. The Canadian imports have shown considerable fluctuation, and on the whole their proportion to the total has slightly decreased between the first and last triennial periods. But the figures given in the above table relate to imports of all kinds, and it is necessary to point out that a considerable proportion of them consist of commodities, such as raw material and foodstuff, in which Great Britain cannot compete, upon which processes of manufacture do not constitute an important part of their value, and which, for convenience, are described as natural products. In the case of both Canada and the United States these form a very large proportion of the commodities imported by them into Newfoundland.

The commodities imported into Newfoundland in which the United Kingdom is predominant include textiles (which constitute about two-fifths of the total British imports into Newfoundland); fancy goods, including ribbons, velvets, laces, thread, buttons, pins, needles, jewellery, electro-plated ware, etc.; hats and caps; hemp yarn and oakum; earthenware and china; and soap. On the other hand, British manufacturers have to face severe competition from Canada and the United States in machinery, steel, nails, tinware, and hardware. In many instances America is ousting the British-made goods.

Coming to exports, we find that the bulk of the trade is in fish (82.46 per cent.). Great Britain is only a small customer for dry cod, which is the principal item in the list of exports. On the other hand, the United Kingdom is the principal customer for lobster, sealskins, cod oil, seal oil, whale oil, fur, and slate.

Under the head transport we find that the shipping in done almost entirely by the United Kingdom, Canada, and the United States, which provide for 94 per cent. of the total in the following proportions: United Kingdom, 25 per cent.; Canada, 34 per cent.; and the United States, 35 per cent. The following are the conclusions arrived at from the survey made of the general character of British trade in Newfoundland—

1. The geographical position of Newfoundland is to some extent a handicap to the British trade with that country, and a corresponding advantage to the manufacturers and merchants of Canada and the United States. The comparative convenience of access and quickness of communication are all helpful to these two countries. To some degree the social and economic conditions of the colony present many resemblances to those prevalent in the neighbouring countries, so that Canadian and United States manufacturers can regard Newfoundland as being in many of its requirements an extension of their own home market.

2. These advantages of geographical position are so considerable that it is inevitable that a proportion of the Newfoundland trade should fall to Canada and the United States. On the other hand, British products enjoy a preference in goodwill, and direct lines of steamers from Glasgow and Liverpool, touching at St. John's on their way to Halifax and other ports, provide convenient means of import, and, as is shown by certain lines of goods, British trade is more than able to hold its own.

3. It appears that much more could be done by British traders to increase their hold upon the Newfoundland market, and the following suggestions arise naturally from what has already been set out in the earlier parts of this report:—

(*a*) Efforts should be made to promote and encourage facilities for quick and cheap transportation and communication. A large part of Newfoundland's trade undoubtedly goes to Canada and the United States, not because of the superiority of their products, but because the goods can be obtained more rapidly and promptly from those countries than from the United Kingdom.

(*b*) British manufacturers should study Newfoundland conditions for themselves and not depend so much as they have done in the past upon merchants and agents. They should follow the example of their American competitors in entering as much as possible into direct communication with Newfoundland buyers, and turn their attention more than they have done in the past to the problem of distribution under the new trade conditions which prevail to-day. If they will grapple with this problem with the same courage and energy with which they have dealt with the problem of production there need be no fear as to the result.

(*c*) It follows from this that the British manufacturer must either visit the market himself, or he must be prepared to select the best men obtainable, pay them well, and thereby enable them to meet and fight their commercial competitors on their own lines.

(*d*) The British manufacturer should cater to the demand and produce the goods that are required by Newfoundland. However good an article may be, it will not sell in Newfoundland—or, for that matter, in any other market—unless it coincides with local wishes, and it may be local prejudices. If the demand is for cheap articles, it is futile to offer even a better article at a higher price. The Newfoundland buyer knows his business, he knows what he wants, and if British manufacturers do not meet him he will turn elsewhere.

(*e*) A point of importance in this connection is the question of standards, particularly in regard to iron and steel. Newfoundland has adopted American standards, engineers and architects are familiar with them, and if British manufacturers wish to sell in the Newfoundland market they must adopt for goods destined for that market the same standards also.

(*f*) With respect to catalogues and advertising, it is the general opinion in Newfoundland that more might be done by British manufacturers. Catalogues should be fuller and more detailed; they should contain much more complete information as to the articles making up the catalogue.

4. Finally, there is undoubtedly a need for what may be called national trade representation in Newfoundland. There can be no question as to the substantial services which have been rendered to the United States trade as a whole by their consuls; at present the United Kingdom is without any such representation. Consular advice and information can never take the place of efficient trade representation, but unquestionably, if the right men are available, it can render substantial service, and it is generally believed that such service has been rendered to the trade of the United States by its consular representatives. It may be added that it is desirable that all possible steps should be taken to enable the industrial and commercial organisations of the United Kingdom and Newfoundland to keep acquainted with the general economic and trade conditions which prevail in the two countries. United States publications are very freely supplied, and Newfoundlanders have constantly exhibited before them the spectacle of the commercial and industrial greatness of the United States, whereas from the United Kingdom they receive practically nothing.

AGRICULTURE IN CAPE BRETON.

Principal Cumming, Secretary for Agriculture in the Nova Scotia Government, recently visited Cape Breton, where he delivered a series of lectures and studied the stock and agricultural conditions of the island. Principal Cumming, who was accompanied by Dr. Standish, of Walkerton, Ontario, reports great possibilities for agriculture in Cape Breton, and states that much of the soil there is superior in productive qualities to that of Nova Scotia and Ontario. The opportunities for successful farming are unrivalled, particularly in some of the valleys near the mining centres.

Regarding sheep raising, the Principal reports that on the high lands he saw pastures equal to any he had ever seen. The grass is thick, short, and tender, with white clover, the ideal plant for all good pastures, growing naturally in abundance.

Summing up, Principal Cumming states that the day is not far distant when the agriculture of Cape Breton will compare in profit and comfort with that of any other portion of Canada.

CANADA'S PULP-WOOD RESOURCES.

One of the recent bulletins of the United States Census Department shows how rapid is the increase in the use of wood for paper-making and the extent to which the American mills are dependent on Canada for their supply of raw material. Since 1899 the total consumption of wood in the American pulp mills has increased from less than two to nearly four million cords, the imports of pulp used in the same time increasing to the extent of 250 per cent. Spruce is the wood mostly used, and of the spruce used for this purpose in 1907 over one-third was imported from Canada. But hemlock, poplar, basswood, and cotton wood are also being turned to account as substitutes, and nearly one-third of the total supply in the States is now drawn from these woods. But the amount of these timbers available is very limited, and all that the use of them can do in any case is to postpone the day when the Republic will be dependent upon Canada for its pulp-wood supplies. The only thing that can possibly interfere with our commanding position is the discovery of some other fibre which can be produced in the form of an annual crop.

A letter has been received from Cardinal Logue, Primate of All Ireland, who recently visited Canada, at the Montreal offices of the Grand Trunk Railway system, praising the service, equipment, and road-bed of the railway.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO.

Ottawa.—The City Council has adopted the report of the Special Committee respecting an amended agreement in regard to the Grand Trunk Hotel and station, and has passed the by-law authorising the railway company to proceed with building.

——This year's entries for the Lady Grey's garden competition show that thirty-five gardens were entered this year, against thirty-four last year. Of these twelve are gardens which have never been entered before. Up to this year ninety-nine different gardens had been entered since the competitions were started in Ottawa seven year ago by Lady Minto, and with the new ones this year the total number of gardens which have been entered from the first is 111. These gardens, scattered as they are over the city from Rockcliffe to Hintonburg, and southward to Ottawa South, undoubtedly have had, and are having, a marked influence in improving the appearance of the city.

Toronto.—The Supreme Council of the Independent Order of Foresters has decided upon an advance in insurance rates of from 40 to 100 per cent. In future members joining at the age of twenty years will pay 87 cents a thousand per month, compared with 62 cents under the old rate; at thirty years, $1.32, instead of 72 cents; at forty years, $2.15, instead of 90 cents; and at fifty-four years, $4.31 instead of $3.

——By-laws to provide water filtration and a trunk sewer at a cost of $3,200,000, have been passed by the ratepayers.

——This city will celebrate the seventy-fifth anniversary of its incorporation next year, and members of the City Council are already suggesting plans for a big demonstration. The probability is that a committee will be appointed by this year's Council to take the matter into consideration.

Port Arthur.—The street car line between this city and Fort William is now being operated.

——Port Arthur is now in the western division of the Canadian Pacific Railway.

Berlin.—The Grand Trunk station has been badly damaged by fire, as the result of being struck by lightning. The loss is estimated at between $12,000 and $15,000.

London.—During the first week in August London will be en fête in connection with the celebrations known as the Old Boys' week, when all former residents of the city are expected to pay it a visit. There will be the spectacle of the crowning of the Queen of the Carnival, succeeded by a procession. One evening will be devoted to a masquerade street carnival, in which citizens and visitors are invited to participate. Prizes will be given for the best costumes. The city will be brilliantly illuminated, and several interesting sporting events will take place.

——Sir John Carling, honorary Colonel of the Regiment, has inspected the 7th Regiment preparatory to its going to Quebec to take part in the celebrations. The occasion was also that of a presentation of a silver tea service to Major Hayes, who is retiring after thirty-three years' of continuous service.

Cobourg.—The Dominion Government is erecting a number of towers throughout Ontario and Quebec for astronomical and geodetical purposes, and Mr. J. H. Moorehouse, of the Dominion Observatory, Ottawa, has leased from Dr. T. C. Lapp, of Cobourg, the highest point on his property, which has been found to be the highest point on the Plains of Haldimand township. A pyramidal tower, 60ft. high and 19ft. square at the base, and 9ft. at the apex, will be erected upon this point. The next tower to be erected east of here is twenty-four miles distant, in Murray township. The nearest one in the west is twenty-two miles distant, in the township of Clarke.

Welland.—The Town Council has decided to expend the sum of $50,000 on sewer improvements.

Brampton.—Plans have been accepted for the construction of a new sewer system at a cost of $10,000.

Waterloo.—The Provincial Railway and Municipal Board has confirmed the by-law passed by the town to raise $5,000 by debenture for a waterworks system.

Port Elgin.—A by-law has been passed to raise debentures to the amount of $10,000 for a waterworks system.

St. Thomas.—The Council are considering the installation of a filtration plant at Kettle Creek, at an estimated cost of $30,000.

Dresden.—It is reported that the Dominion Government is to erect and $18,000 post office at this place.

Haileybury.—A bush fire which broke out near here has destroyed the homes of fourteen families. Many have been rendered quite destitute.

Kingston.—The Canadian Locomotive Works are planning considerable extensions, including the erection of a new foundry.

——The Kingston Milling Company will erect a power plant six miles east of the city. The company's mill is to be enlarged.

Fort William.—A new Presbyterian church, to cost $60,000, is to be erected here.

Brockville.—The freeholders of the town have voted favourably with regard to a by-law to raise $8,000 for the purchase of nine acres on the river front for a park.

Chatham.—The City Council has entered into an agreement with the Colonial Engineering Company, Montreal, whereby the guarantee on the electric lighting plant recently installed by the company will be extended from one year to five, on consideration chiefly that the plant be examined by a high engineering authority, who shall give evidence as to the cost of such power.

QUEBEC.

Montreal.—The City Council has rejected the proposal for the creation of a Board of Control similar to that of Toronto, by a vote of 23 to 13.

——The Governors of Laval University have purchased the Hospice St. Joseph, and will convert the building into a public library.

——The Montreal Amateur Athletic Association is contemplating the erection of a new club house and double decker steel structure for spectators on its grounds.

——The Hon. C. R. Devlin, Minister of Colonisation for the Province, recently visited the new offices, opened at 82, St. Antoine Street, for the direction of colonisation and immigration. Formerly the offices were distinct, but the Minister has united them and organised new offices, which are thoroughly up to date.

——A movement has been started to erect a bronze monument on a granite pedestal in the courtyard of the Hospital of Hotel Dieu, to the memory of Miss Jeanne Mance, who founded that hospital. It is understood that the monument will be unveiled in September, 1909. Mr. Philippe Hebert, C.M.G., the well-known artist and sculptor, has been entrusted with the work, and he will make a figure representing the foundress of the institution administering to the needs of the sick. It is estimated that it will cost $8,000.

Three Rivers.—Earl Grey has forwarded the following cable, which he has received from the King, to the Mayor:—"London, June 25, 1908.—I learn with much distress of the destruction by fire of the town of Three Rivers, one of the oldest historical towns in the colony, and I beg of you to express my sincere sympathy with the inhabitants, so many of whom have now been rendered homeless.—(Signed) EDWARD R. & I."

Magog.—The new waterworks system is rapidly nearing completion.

South Durham.—The Dominion Sand and Stone Company, of Montreal, have purchased twenty acres of the gravel pit land for $3,000, and have installed an engine and machinery for sifting the gravel. This work furnishes employment to upwards of fifty men.

NOVA SCOTIA.

Halifax.—The Hon. G. P. Graham, Minister of Railways, speaking to a delegation which waited upon him when he visited Dartmouth, advised that town to amalgamate with this city. He pointed out that both Halifax and Dartmouth lay in the common port of Halifax, and that the development of Canada's entrepôt on the Atlantic seaboard would be better and more successfully achieved by a united city, the wharves of which would project from along either side of the harbour, than by two separate municipalities in constant rivalry.

——The City Council has voted $500 towards the entertainment of the Trades and Labour Council, which will convene in Halifax on September 21.

Bridgetown.—The brickyard of Mr. C. L. Piggott, formerly of the International Brick and Tile Company is turning out about twenty thousand bricks a day.

New Glasgow.—The Government is building a 100-foot extension to the present public wharf, thus making a great convenience and giving much advantage to the facilities of the port.

NEW BRUNSWICK.

St. John.—The granite cutters at St. George are still on strike for an eight-hour day, and are seeking a charter from the International Union, which would result in a demand also for higher wages. The manufacturers decline to give shorter hours.

——The City Directory for 1908 estimates that the city has a population of 56,700, as against 56,505 in 1907.

——The corner-stone of a new Seaman's Institute building for St. John has been laid by Lady Tilley, widow of Sir Leonard Tilley.

——The City Harbour Committee has decided to recommend to the Common Council that the west side of the harbour be placed under a commission, to consist of three members. It was also decided to share the expense of making borings in Courtenay Bay to ascertain the nature of the bottom in view of the possibility of the Grand Trunk Pacific terminals being there, and to ask the Federal and New Brunswick Governments to bear part of the expense.

——During the past three years, under the superintendence of Dr. Anglin, the Provincial Hospital at Lancaster has been transformed from a bare and desolate asylum into a comfortable and attractive home. Not only have the fittings and furnishings been entirely renewed, but in the system of management there have been many changes for the better. It was seen that great confusion would be caused and a very large amount of money would be necessary if the work of renovating and refurnishing were attempted all at once. Accordingly, Dr. Anglin set about gradually to refurnish the entire building, and has already succeeded so well that now more than half of the rooms and wards have been renovated and reorganised.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

MANITOBA.

Winnipeg.—The Civic estimates for the current year show an expenditure of $2,093,604, as against $2,093,431 for the fiscal year, which ended on April 30 last. The tax rate for 1908 is placed at fifteen mills.
——Mr. Andrew Carnegie has given $39,000 for an extension to the Winnipeg Public Library.
——The new city park will shortly be thrown open to the public, The park is set in the most desirable section of Winnipeg's suburbs, and is spacious, covering some 300 acres.
——The erection of the new Y.W.C.A. building here has commenced. The building will cost $75,000, of which $66,000 has been obtained.
——The contract for the erection of the twelve-roomed Cecil Rhodes school in Werton has been awarded to Davidson Bros., at a cost of $64,781. It was also decided to call for tenders for the furnishing of spiral fire escapes for fourteen of the schools, at an estimated cost of $36,500.
——A party of one hundred mining engineers, representing large European interests, will visit Winnipeg on September 10, in order to gather further information as to Winnipeg's importance as a manufacturing and commercial centre.
Brandon.—The city has sent twenty-six men from the 90th Regiment to represent the forces of the city at the Tercentenary celebrations.
Morris.—A school, costing $10,000, is to be erected here.

SASKATCHEWAN.

Regina.—The plans for the new market building, to be erected in Osler Square at a cost of $15,000, have been prepared.
——The result of a convention of farmers and city workers held here was the organisation of a new political party, styled the People's Political Association of Canada. Among the principles which the association will urge are the public ownership and operation of elevators, railways, telegraph and telephones, waterworks, and lighting, and all other public utilities; the restriction of Asiatic immigration; compulsory education up to the age of fourteen; Government inspection of all industries; and the payment of a poll tax.
——The City Council has rejected the proposal to expend $250,000 upon the sewerage scheme recommended to the city by Mr. R. S. Lea, of Montreal, and Mr. O. W. Smith, of Toronto.
Saskatoon.—An appropriation of $34,000 has been made by the Dominion Government for the erection of an Inland Titles Office.
——It has been decided that, owing to the rapidly increasing school population, it is absolutely necessary to build a new school in the Ashworth-Holmes district. Tenders will be called for at once.
Sheho.—Large quantities of material are being shipped in here to be used in constructing the bridges to be erected by the Provincial Government. Four have already been erected, and sites have been decided for other nine. Large sums are also being spent in road improvements.
Battleford.—A fire which occurred here destroyed Messrs. Prince's Bros. flour and saw mill. The damage is estimated at $12,000. The building was a famous landmark on the bank of the Saskatchewan River.
Prince Albert.—A by-law is to be submitted to the ratepayers for the purpose of authorising the expenditure of $25,000 for the erection of a new market building.
Rosthern.—A by-law has been passed providing for the expenditure of $25,000 for the erection and furnishing of a town hall here.

ALBERTA.

Edmonton.—The new court house to be erected here will cost $200,000.
——Mr. B. C. Webber, assistant director of the Dominion Meteorological Service, has been in the city inspecting and testing instruments at the local station. The station is now established as the central office of Alberta. Mr. Harrison Young has been appointed chief meteorological officer for the province. The office will furnish information as to climatology and other meteorologic conditions in the province.
——The Hon. G. H. V. Bulyea, Lieutenant-Governor of Alberta, opened the exhibition here. The display of cattle at the exhibition was larger than ever before, and the horses were of a better class.
Strathcona.—After an absence of two months and a half, Dr. Tory, President of the University of Alberta, has returned to Strathcona, after visiting many of the leading universities of the east. Dr. Tory states that he has been very fortunate in securing the necessary equipment for the university. He had expected to find it necessary to proceed to England for supplies, but while in Montreal he met the representative of some of the largest English scientific equipment houses, and an order was placed for the necessary instruments. In making appointments to the staff of the university, Dr. Tory made selections of suitable men from the great universities of the Eastern States and of Canada.
Lethbridge.—The Council has awarded the contract for street grading to Messrs. Janz Bros. and MacDonnell, and for cement sidewalks to Messrs. Marshall, Batcheller, and Skairin, of Calgary. The total contracts are about $75,000.
——The City Council has begun the erection of a $30,000 fire station on the site of the old building.
Calgary.—The cost of the new court house to be erected here will be $200,000.
——Work has commenced on the new general hospital here, which, when completed in August, 1909, will be one of the most modern and up-to-date institutions of its kind in all Canada. The directors expect that the new building can be built and completely furnished at a cost of not more than $140,000. The hospital will have accommodation for 150 patients.
——Dominion Day saw the opening of the first Dominion Fair ever held at Calgary. One of the features of the pageant that was held to celebrate the event was an Imperial car, symbolical of Great Britain and the three great colonies—Canada, Australia, South Africa—and India. Each was represented by a soldier in full uniform. The figure Great Britain was supported by a sailor and a soldier, while at her feet was a lion. The beaver, kangaroo, springbok, and tiger occupied prominent positions, while the Union Jack and a bulldog held place of honour on the car. A pleasing feature of the pageant was a mounted guard of twenty-four South African veterans in their uniforms and wearing their medals. During the day 30,000 people were present at the fair.
Morinville.—A natural gas flow of remarkable volume has been struck here. The flame is shooting from a 9½in. pipe 25ft. in the air.
Medicine Hat.—Seven persons were killed and a number of others injured as the result of a head-on collision between two passenger trains near this place, on the Canadian Pacific Railway.
——The Western Boards of Trade have met here.

BRITISH COLUMBIA.

Victoria.—Nineteen hump-backed whales, each valued approximately at $1,000, were caught by the steamer *Orion*, engaged at the Sechart depôt of the Pacific Whaling Company on Vancouver Island. This catch constitutes a record for the coast.
——Mr. R. E. Gosnell, who witnessed one or two of the pageants while in England last year, has proposed that a pageant should be organised in Victoria to celebrate a series of interesting anniversaries upon which the province is now entering, notably the hundredth of the exploration of the river that bears his name by Simon Fraser, the fiftieth of the gold discovery on the Fraser River and the formation of the two colonies of Vancouver Island and British Columbia under direct imperial control, and the twenty-fifth of the completion of the Canadian Pacific Railway in 1885. The Canadian Club of Victoria has the matter in hand.
Vancouver.—The Bank of British North America is to build a new branch here, at a cost of $30,000.
——Mr. Charles Bradbury, who was formerly Superintendent of Telegraphs, British North Borneo, has been appointed to take charge of the Canadian Government's Wireless Telegraph Station in Vancouver Island.
Grand Forks.—It is stated that at the next session of the Dominion Government an appropriation of $35,000 or $40,000 will be made for the erection of a post office here.
Atlin.—A stone monument is to be erected in memory of Fritz Miller, who first discovered gold in this district. A memorial ward will also be endowed in the Atlin Hospital, towards the fund for which the Provincial Government has given $400.
New Westminster.—The town has experienced a large growth in the matter of population, according to the latest census, which shows that the population is now 11,065, against 9,463 last year. The white population numbers 9,878, while the Chinese number 785, and the Japanese and Hindoos 400.
——The by-law authorising the building of a new $6,000 bridge has been carried.
Prince Rupert.—The Hon. F. G. Fulton, Chief Commissioner, and the Hon. F. L. Carter-Cotton are visiting Prince Rupert to look into a proposition recently placed before the Government in regard to land sub-division at that place.

Obituary.

The deaths of the following are announced:—
Mr. A. P. Ketchen, Deputy Minister of Agriculture for Saskatchewan. He had been addressing a gathering at a ploughing match at Creelman, and was affected by excessive heat. He was one of the best known agricultural authorities in Canada.
Mr. Walter Lynch, of Westbourne, Manitoba, one of the earliest stock-breeders to settle in the West. He was seventy-three years of age.
The Hon. Thomas Ballantyne, of Stratford, Ontario, formerly Speaker of the Ontario Legislature. He was born in Scotland in 1829 and went to Stratford in 1852. Elected to the Legislature for South Perth in 1875, he sat until 1894, and for the last term he was in Parliament officiated as Speaker. For many years Mr. Ballantyne was prominently connected with the dairying interest of Canada, besides being connected with several important financial concerns.

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TRADE NOTES.

[*Canadian Patent Agents handling valuable Inventions which they consider will be of use in Great Britain should communicate with us.*]

The Montreal Cotton Company's mills at Valleyfield, in the Province of Quebec, have resumed work, between 2,000 and 2,500 operatives being taken on.

The order received from the City of Vancouver by the Stanton Iron Works Co., Ltd., of Stanton-by-Dale, Nottingham, is for 3,000 tons of iron pipe.

A Nottingham lace manufacturer who has just returned from a tour through the Dominion speaks in sanguine terms of the coming trade revival. He anticipates that the lace city will do an increased export trade to Canada.

At the annual convention of the Canadian Electrical Association, the following officers were elected: President, W. N. Ryerson, General Superintendent Ontario Power Co., Niagara Falls, Ontario; Secretary-Treasurer, Mr. T. S. Young, Toronto.

About two million feet of Canadian lumber has been ordered for railways under construction in China, and it is anticipated that this initial order will help to create a steady growing market for Canadian timber exports viâ Pacific ports.

Mr. M. Beaton, President of the Anglo-Newfoundland Development, in an interview at Montreal, stated that the large pulp and paper mills will be completed this fall, and that a daily output of about 300 tons will all be shipped to England.

During the week ended June 30, the price of heavy leather at Toronto rose four cents per pound. Three classes of leather are included in the rise in prices: Harness, belting and sole leather. The advance is equal to 20 per cent. of the price. The cause is the scarcity of good steer hides.

Lord Strathcona, presiding at the annual meeting of the Hudson's Bay Company, said that the importation of furs showed a great falling off, but the high prices of previous years was well maintained. Information was incomplete as to the quantity of furs which might be brought to market in the spring of 1909, but indications pointed to a smaller supply at the usual price.

Operations are about to commence at the new plant of the Canadian Zinc Company, near Nelson, B.C., for the reduction of zinc ores by the electric process. It is the first enterprise of its kind on the continent, although a similar plant is working successfully in Sweden. Heretofore, the silver lead ores have been "penalised" for the amount of zinc which they contained, and the trial of the new method is being awaited with great interest by all Western mining men.

The forty-second annual report of the Board of Trade of Halifax, Nova Scotia, contains concise statistical information tending to prove that the province is making consistent progress, and has been less affected than western Canada by the financial and trade depression now happily passing away. During the current year Mr. G. E. Faulkner, M.P.P., is the president, and Mr. E. A. Saunders, the Secretary-Treasurer of the Board, from whom copies of the report may be obtained

The officers of the Canadian Lumbermen's Association, recently organised at Ottawa, have asked the Government to impose a duty on Southern pine and hemlock imported into Canada. The Premier promised that the matter would be carefully considered. It was intimated, however, that no restrictions will be imposed that would act as an obstacle to Western people securing what lumber they require. The lumbermen say that as white pine is used mainly in the West the duty would not have any such effect. The officers of the new organisation are: Hon. President, J. R. Booth, Ottawa; president, Gordon C. Edwards, Ottawa; vice-president, J. B. Miller, Toronto; treasurer, R. G. Cameron, Ottawa.

Readers wishing to obtain Situations in Canada should get into direct touch with Canadian employers by taking advantage of our low rates for small advertisements, and stating clearly their requirements in our SITUATIONS WANTED Column, which appears regularly every week. This Column, together with the rates for such advertisements, will be found on page vi of this issue.

ANSWERS TO TRADE CORRESPONDENTS.

P. M. T. (Dudley).—In the year ending March 31, 1908, Canada imported from Germany dutiable goods value at $6,413,694, and from France, dutiable goods value $8,443,468; the exports during the same period were to Germany $2,375,607, and to France $11,707,641. In 1903, the dutiable imports from Germany were valued at $10,444,848, and from France $5,159,258, and exports to Germany $14,380,336, and to France $7,921,647. The figures are taken from the Canadian Blue Book.

A BUSINESS-MEN'S PARLIAMENT.

The energetic publicity work of the Boards of Trade, which now exist in most of even the smaller towns in Canada, has undoubtedly done much to attract the attention of British capital to the growing opportunities for its development which exists in many widely scattered areas of the Dominion. Last month the fifth annual Convention of the Associated Boards of Western Canada was held at Medicine Hat, in the province of Alberta, and it brought together representative business men from all parts of Saskatchewan and Alberta for the discussion of problems relating to the welfare of the two new provinces. The name of the association covers the whole of Western Canada, although the constitution of the organisation provides only for the admission of boards in Saskatchewan and Alberta. It is intended to secure the co-operation of boards in Manitoba if possible, and these will be invited to take part in future conventions. There is also a possibility that Boards in British Columbia, especially in the eastern portion of that province, will be asked to come in, as it is felt that there is a certain community of interest among all the provinces west of Ontario.

This Business-men's Parliament is to meet in June, 1909, at Saskatoon, and has elected as its officers for the current year Mr. Kenneth W. MacKenzie, of Edmonton, president; Mr. William Cousins, Mayor of Medicine Hat, and Mr. E. M. Saunders, of Moose Jaw, vice-presidents, and Mr. John T. Hall, of Medicine Hat, secretary-treasurer.

CANADIAN BUYERS IN ENGLAND.

The following is an additional list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

W. J. Suckling (Suckling and Co., Toronto)—Hotel Victoria.
A. McDougall (A. McDougall and Co., Ltd., Montreal)—Savoy Hotel.
H. Duverger (Geo. H. Hees, Sons, and Co., Ltd., Montreal)—St. Ermin's Hotel, S.W.
B. Tooke (Tooke Brothers, Ltd., Montreal)—35, Milk Street, E.C.
E. B. Wallace (Greenshields, Ltd., Montreal)—First Avenue Hotel.
G. A. Smith (G. M. Smith and Co., Ltd., Halifax, N.S.)—Ivanhoe Hotel.
J. Regnier (Hy. Morgan and Co., Ltd., Montreal)—Hotel Victoria.
J. Steel (Thomas C. Watkins, Hamilton, Ontario)—17, Aldersgate Street, E.C.
J. Geddes (Geddes Bros., Strathroy, Ont.)—17, Aldersgate Street, E.C.
J. White (The Jno. White Co., Ltd., Woodstock, Ont.)—17, Aldersgate Street, E.C.
Jos. Appelbe (Jas. Appelbe and Co., Windsor, Ont., and Appelbe, Stone, and Appelbe, Chatham, Ont.)—35, Milk Street, E.C.

LEICESTER.

J. W. Milne (Jno. Macdonald and Co., Ltd., Toronto)—Grand Hotel.
W. A. Denton (Denton, Mitchell, and Duncan, Toronto)—Grand Hotel.
R. D. Anderson (Greenshields, Ltd., Montreal)—Grand Hotel.

MANCHESTER.

W. B. Mathews, J. Anderson, and B. Simpson (Greenshields, Ltd., Montreal)—36, Cooper Street.
E. C. Campbell and J. Hunter Brown (Jno. Macdonald and Co., Ltd., Toronto)—84, George Street.
Elliot Jones (Hodgson, Sumner and Co., Montreal)—Midland Hotel.
S. Munro (John Marshall and Co., London, Ont.)—Midland Hotel.
J. L. Murray (Smallman and Ingram, Ltd., London, Ont.)—Midland Hotel.
A. Robinson (McLaren and Co., Ltd., St. Catharine's, Ont.)—Midland Hotel.
F. W. Bradwin (Thomas C. Watkins, Hamilton, Ont.)—Midland Hotel.
Jas. S. Ayre (Ayre and Sons, Ltd., St. John's, N.F.)—Grand Hotel.

Canadian Government TRADE COMMISSIONER SERVICE IN GREAT BRITAIN.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in Great Britain:—

P. B. BALL, Room 39 and 40, Central House, Birmingham.

J. B. JACKSON, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Sun Buildings, Clare Street, Bristol.

Commissioners and Agencies have also been established in various other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

Japan, China, and Corea—
W. T. R. PRESTON, Club Hotel, Yokohama.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

China—
ALEX. MACLEAN, c/o H.B.M. Consul, General, Shanghai, China.

Mexico—
A. W. DONLY, Rebeldes No. 6 Mexico, D.F., Mexico

Newfoundland—
E. D. ARNAUD, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

West Indies—
E. H. S. FLOOD, Barbadoes.
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada to British and Foreign Importers or Exporters without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

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The SUBSCRIPTION LIST will open TO-DAY (Thursday) the 16th July, and will CLOSE on or before MONDAY, the 20th July, 1908.

DOMINION OF CANADA.

Western Canada Flour Mills, Co., Ltd.

(Incorporated under the laws of the Province of Ontario.)

Authorised Capital ... . 1,500,000 dols., in Shares of 100 dols each.
Issued and paid up in full ... ... 1,295,000 dols.

Issue of £225,000 Six per cent. First Mortgage 20-year Sinking Fund Sterling Bonds due 1st March, 1928.

£125,000 of the above Bonds have already been applied for and will be allotted in full.

The Bonds will be issued to Bearer in denominations of £100, with HALF-YEARLY INTEREST COUPONS attached, DUE MARCH 1 and SEPTEMBER 1 in each year, and are payable in sterling at the Canadian Bank of Commerce, London, or at the fixed rate of Exchange, £1 equals 4.86 2-3rd dols., at the offices of the said Bank in Toronto and New York, and will contain provisions for registration of the principal at the option of the holder at the office of the said Bank in London.

THE BANK OF SCOTLAND and THE CANADIAN BANK OF COMMERCE are authorised by THE DOMINION SECURITIES CORPORATION, LIMITED, the Contractors for the Loan, to receive on their behalf applications for the above-mentioned bonds at the price of £100 per Bond, payable:—£5 on Application, £10 on Allotment, £35 on August 12, £50 on September 1, or the whole may be paid up in full on Allotment, or on any subsequent date, under discount at the rate of 5 per cent. per annum.

In default of payment of any instalment, the allotment will be subject to cancellation, and the amount previously paid liable to forfeiture. Interest at the rate of 7 per cent. per annum will be charged on all instalments in arrear.

Upon payment of the instalment due on allotment, Scrip Certificates to Bearer will be issued in exchange for the allotment letters, and these, when fully paid, will be exchanged as soon as possible for Definitive Bonds.

Interest at the rate of 6 per cent. per annum from the due dates of the various instalments to September 1, 1908, will be provided for by coupons annexed to the Scrip Certificates, and the Bonds now offered will have annexed thereto the coupon for the full half-year's interest due on March 1, 1909.

The Bonds are secured by a Trust Deed, dated June 11, 1908, in favour of the Montreal Trust and Deposit Company as Trustee, constituting a First Specific Mortgage on the properties of the Company mentioned therein, together with a floating charge on the whole assets and undertaking of the Company, present and future.

The Trust Deed contains, *inter alia*, a provision requiring the Company to set aside yearly and pay over to the Trustees an amount sufficient to redeem approximately 70 per cent. of the Bonds prior to maturity, on the basis of purchasing a fixed amount of Bonds each year in the open market, failing which the Company is obligated to call Bonds to the desired amount at 105.

Power is also reserved to the Company under the Trust Deed on, or on any interest date after, March 1st, 1913, to redeem the then outstanding Bonds at 105 on the required notice being given.

The proceeds of the Bonds now offered are required to fund the Company's floating indebtedness and for the general purposes of the business.

The following letter from the General Manager sets out shortly the present position of the Company:—

The Dominion Securities Corporation, Winnipeg, Man., April 28th, 1908.
67, Cornhill, London, E.C., England.

Dear Sirs,—Referring to the proposed issue of £225,000 Twenty-year Six per Cent. First Mortgage Sterling Bonds of the Western Canada Flour Mills Company, Limited, I beg to give you the following facts and figures:—

HISTORY AND PRESENT POSITION OF COMPANY.

The Western Canada Flour Mills Company, Limited, incorporated under an Ontario Charter in 1905, is a consolidation of the Lake Huron and Manitoba Milling Company, of Goderich, Ontario, and the Kelly Milling Company, of Brandon, Manitoba, both of which companies had been in business for a number of years prior to the amalgamation. The consolidation was rounded out by the erection of a large mill at Winnipeg, and the acquisition of 66 elevators along the lines of the Canadian Northern and Canadian Pacific Railways in the Provinces of Manitoba and Saskatchewan.

The extent of this Company's milling operations can be understood when it is stated that it owns three mills in different parts of Canada, having an aggregate productive capacity of 6,500 barrels per diem. The principal one is the mill at Winnipeg, considered the most modern mill in America, which opened for operation the Fall of 1906, has a magnificent equipment and a capacity of 4,000 barrels of flour per day. The elevator (reinforced concrete) capacity there is 400,000 bushels, and the motive power is supplied by the Winnipeg Electric Railway Company in the form of electricity at about 60 per cent. cost of steam. The Winnipeg mill is so constructed that its daily capacity can be increased by 1,000 barrels with a very small capital expenditure.

The mill at Goderich is situated on the harbour front, with marine elevator, steam shovels equipment, etc., handling our own wheat direct from vessels arriving from Fort William; elevating capacity 8,000 bushels per hour. Connected with this mill is also a large cooper shop for the manufacture of barrels for the Maritime Provinces and Newfoundland trade, also salt plant, where practically enough salt is manufactured by exhaust steam to pay 75 per cent. of fuel bill. This is probably the best distributing point in Canada for domestic trade, the wheat being ground in transit from Fort William. Elevator capacity 200,000 bushels.

The Brandon mill, with a capacity of 500 barrels flour, and 100 barrels oatmeal, and elevator capacity of 200,000 bushels, situated in the heart of one of the best wheat-growing districts in Manitoba, grinds principally wheat delivered by farmers at the door, has a splendid home trade, besides first-class connections East and West.

With the 66 elevators in the country the average storage capacity of this concern is over 2,400,000 bushels of wheat. The Company's Mills are all furnished with the most economical methods of handling wheat and its product. Their position commands the lowest freight rates and better distributing facilities than any other milling concern in Canada. In addition to the large growing domestic trade the Company has successful agencies in all the important flour markets of the world. Official returns just published show that of all Canadian grain products imported into South Africa for the year ending August 31, 1907, nearly one-third was the output of this Company's mills.

SECURITY.

The present issue of bonds put out to pay off the Company's floating indebtedness is absolutely a first charge on all the company's properties now owned or hereafter acquired, comprising three large and modernly equipped mills, located at Goderich, Ontario, Winnipeg, and Brandon, Manitoba, in addition to 66 elevators situated at strategic points in the Provinces of Manitoba and Saskatchewan. Behind these bonds there is also an authorised capital stock of 1,500,000 dols, of which 1,295,000 dols is fully paid, and represents an actual cash investment in the property of this amount. In addition, about 300,000 dols. has been put out into the properties of the Company direct from earnings.

Yours very truly,
WESTERN CANADA FLOUR MILLS CO., LIMITED.
S. A. McGAW, Vice-President and General Manager.

Messrs Price, Waterhouse & Company, who were employed by the Dominion Securities Corporation to make an independent examination of the Company's accounts and to arrange for a valuation of their physical property, reported as follows:—

Sovereign Bank Building, Montreal,
The Dominion Securities Corporation, Ltd. May 22nd, 1908.
67, Cornhill, London, England.

Gentlemen,—We have examined the books of the Western Canada Flour Mills Company, Limited, for the year ending August 31, 1907, and, subject to the fact that the inventories of Flour and Mill products have been valued upon the basis of conservative market prices, we find that the profits for the period, before charging interest on borrowed capital and before making provision for depreciation of buildings, machinery and equipment, amounted to 508,834.43 dollars.

We certify that the annexed Balance Sheet presents the true financial position of the Company at August 31st, 1907, as shown by the books.

Under our instructions the American Appraisal Company of Milwaukee, U.S.A., have appraised the buildings, machinery and equipment, and they certify the reproductive value to be 1,352,749.40 dollars, and the present or depreciated value to be 1,232,589.63 dollars.

The Company's real estate at Winnipeg and Brandon, Manitoba, has been valued by your real estate experts at 258,610 dollars. To this must be added the real estate at Goderich, which is valued by the General Manager of the Company at 50,000 dollars, and the real estate at Montreal, which was recently purchased for 13,800 dollars.

On this basis the total value of real estate is 322,410 dollars, and the total depreciated value of the real estate, buildings, machinery and equipment amounts to 1,554,999.63 dollars, or slightly more than the figure at which they appear in the books of the Company. Yours very truly, PRICE, WATERHOUSE & CO.

BALANCE SHEET, AUGUST 31, 1907.

ASSETS.

	Dols.	Dols.
Real Estate, Buildings, Machinery, Equipment, etc., at Winnipeg, Brandon, Goderich and Montreal, at book values	1,519,229.42	
Patents and Trade Marks	13,896.10	
		1,533,125.52
Investments at Cost		9,100.00
Inventory of Grain and Supplies at cost, and of Flour and Mill Products at conservative market prices, as taken by responsible officials of the Company	900,207.63	
Accounts and Bills Receivable	316,718.17	
Cash	48,913.36	
Insurance, etc., paid in advance	4,924.72	
		1,270,763.88
		2,812,989.40

LIABILITIES.

Capital Stock— Authorised. $1,500,000 Issued		1,295,000.00
Loans	1,149,411.66	
Accounts payable	41,245.03	
Purchase Money Obligations	37,607.30	
		1,228,263.99
Surplus		289,725.41
		2,812,989.40

Contingent Liability on Bills Discounted, 325,652.00 dols.

As the Bonds now offered will enable the Company to fund its floating indebtedness, it would appear, on the basis of the figures furnished by Messrs. Price, Waterhouse and Company and the American Appraisal Company, that the net assets of the Company on which the present issue forms a first charge, amount to over £500,000, while the earnings, amounting to over £80,000 on the basis of last year's results, are sufficient to cover the interest more than four times. The operation of the Sinking Fund provision will secure the redemption of approximately 70 per cent. of the entire issue prior to maturity.

The business of flour milling may fairly be considered the most stable of Canadian industries.

It will be noticed that no value has been set on the goodwill of the Company.

If no allotment be made the deposit will be returned in full. In case of partial allotment the surplus deposit will be applied towards payment of the amount due on allotment.

It is intended to apply to the Committee of the London Stock Exchange for an official quotation for the bonds.

Brokerage at the rate of ¼ of one per cent. will be paid on allotments made to the public in respect of applications bearing the stamp of Brokers or other agents. Prospectuses and Application Forms may be obtained from the Bankers, and from the Brokers, and from the Dominion Securities Corporation, at whose office, 67, Cornhill, E.C., the originals of the above-mentioned letters, a copy of the Trust Deed, and the report of the American Appraisal Company may be inspected by intending subscribers during business hours, prior to the closing of the list.

Dated 16th July, 1908.

TRUSTEE FOR BONDHOLDERS.
THE MONTREAL TRUST AND DEPOSIT COMPANY, Montreal.

DIRECTORS.

ANDREW KELLY, President.
S. A. McGAW, Vice-President and General Manager.
Z. A. LASH, K.C. (Director, the Canadian Bank of Commerce).
D. B. HANNA (Third Vice-President, the Canadian Northern Railway).
A. D. DAVIDSON (President, Saskatchewan Valley and Manitoba Land Company).
JOSEPH WRIGHT (President, Dominion Radiator Company).
A. J. MITCHELL, Secretary.

BANKERS.

THE BANK OF SCOTLAND, 19, Bishopsgate Street Within, E.C.
THE CANADIAN BANK OF COMMERCE, 2, Lombard Street, E.C.

SOLICITORS.

In London: Messrs. SURTEES, PHILLPOTTS and CO., 43, Bedford Row, W.C.
In Canada: Messrs. BLAKE, LASH and CASSELS, Toronto.

BROKERS.

Messrs. FIELDING, SON, and MACLEOD, 3, Copthall Buildings, E.C.

No.....

DOMINION OF CANADA.
WESTERN CANADA FLOUR MILLS COMPANY, LTD.
(Incorporated under the Laws of the Province of Ontario.)
ISSUE OF £225,000 SIX PER CENT. FIRST MORTGAGE 20-YEAR SINKING FUND STERLING BONDS OF £100 EACH.

To THE BANK OF SCOTLAND, 19, Bishopsgate Street Within, E.C., or
THE CANADIAN BANK OF COMMERCE, 2, Lombard Street, E.C.

Gentlemen,—I (We) hereby apply for and request that you will allot to me (us) £.....of the above issue of Six per Cent. First Mortgage 20-Year Sinking Fund Sterling Bonds of the above-mentioned Company, and I (we) hereby agree to accept the same or any less amount thereof that you may allot to me (us) upon the terms of the Prospectus dated the 16th day of July, 1908.

I (We) enclose a remittance for £....., being the deposit which is payable on application at the rate of £5 for every £100 Bond applied for, and I (we) agree to pay the further instalments payable in respect of the Bonds allotted to me (us) in accordance with the terms of the said Prospectus.

Ordinary Signature .....
PLEASE WRITE DISTINCTLY. Name (in full) .....
(State whether Mrs. or Miss)
Address in full .....
Date ..... 1908.

This form should be filled up and sent ENTIRE with a remittance, to THE BANK OF SCOTLAND, 19, Bishopsgate Street Within, E.C., or any of its Branches, or to THE CANADIAN BANK OF COMMERCE, 2, Lombard Street, E.C.

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Head Office, The Traders Bank of Canada, Toronto.
The highest commercial building in the British Empire.

THE TRADERS BANK OF CANADA

(Incorporated 1885).

Head Office: TORONTO.

Capital Paid Up	$4,350,000
Reserve Fund	$2,000,000
Deposits	$23,000,000
Total Assets	$33,000,000

Agents in Great Britain: THE NATIONAL BANK OF SCOTLAND, LTD.

Funds deposited at any Branch of the National Bank of Scotland, Limited, can be transferred to any Branch of the Traders Bank of Canada.

A GENERAL BANKING BUSINESS TRANSACTED.

SAVINGS BANK DEPARTMENT.—Interest allowed on Balances.

Fredk. J. Benson & Co.,

Bankers,

11 & 12, BLOMFIELD STREET, E.C., LONDON, ENGLAND.

MONEYS RECEIVED FOR TRANSFER TO CANADA AND ALL PARTS OF THE WORLD.

Drafts and Letters of Credit Issued.

Government and Municipal Loans Placed and Issued.

CABLEGRAMS: "FREBENCATE, LONDON."

THE CRADOCK SIMPSON COMPANY.

BUSINESS ESTABLISHED 1879.

S

REAL ESTATE, INSURANCE, MORTGAGE LOANS.

Real Estate purchased for Investors. Estates managed. Rents collected. Quarterly statements rendered. Money invested in First Mortgage on Montreal City property.

"Real Estate Record" published monthly and sent on application. Correspondence solicited.

References: Rt. Hon. Lord Strathcona and Mount Royal, G.C.M.G., London, England, or any of the Banks in Montreal.

THE CRADOCK SIMPSON COMPANY,

205, St. James Street, Montreal, Canada.

CANADIAN CORPORATION STOCKS.

This useful table, showing the yield on some of the principal Canadian Municipal Bonds, was compiled by the Canadian Agency, Ltd., and appeared in their July circular :—

Amount Authorised.	Amount Issued.	Name.		Prices.	Yield per cent.
£	£				
—	133,000	Calgary (City of) 4½ % Debentures	1937-38	97—98	4 12 3
—	139,400	Edmonton (City of) 5 % Debentures... ...	1915-47	104—105	4 16 0
482,877	482,800	Hamilton (City of) 4 % Debentures	1934	98—100	4 1 9
72,000	(a) 63,400	Monckton (New Bruns.) 4 % Debentures by 1 5/	1925	96—98	4 3 3
150,000	150,000	Montreal (City of) 40-year Bonds, 3½ % ...	1933	89—91	3 18 9
1,440,000	1,440,000	Do. Perm. Debenture Stock 3 % ...		79—81	3 16 0
1,821,917	1,821,917	Do. Consol. Debenture Stock 4 %	1932	101—103	3 18 3
410,959	410,959	Do. do. 3½ %	1942	90—92	3 17 9
120,000	120,000	Ottawa (City of) 20-year Debentures 4½ %	1913	100—102	4 10 0
385,000	385,000	Quebec (City of) 4 % Debentures	1923	101—103	3 19 3
654,480	(a) 473,174	Do. 3½ % Debenture Stock by 1/1/	1962	92—94	3 15 9
108,400	108,400	St. John 4 % Debentures	1934	98—100	4 1 9
—	136,700	Toronto (City) 5 % Debentures	1919-20	106—108	4 7 9
—	300,910	Do. 4 % Bonds	1922-28	100—102	4 0 6
—	1,169,844	Do. 3½ % Bonds	1929	90—92	3 18 3
121,200	121,200	Vancouver (City of) 4 % Bonds...	1931	97—99	4 3 0
117,200	117,200	Do. do.	1932	97—99	4 3 0
—	244,900	Do. do.	1926-47	97—99	4 3 0
138,000	138,000	Winnipeg (City of) 5 % Debentures... ...	1914	103—105	4 10 0
327,642	308 700	Do. 4 % do.	1913 36	97—99	4 2 6

CANADIAN BANK CLEARINGS.

During the month of June the bank clearings of the principal cities was as follows. Only Halifax, Quebec, and Ottawa show gains :—

	1908.	1907.	Decreases.
Montreal ...	$121,366,912	$123,589,767	$ 2,222,855
Toronto ...	88,892,843	101.538,611	12,655,768
Winnipeg ...	39,154,282	48,933,638	9,779,356
Halifax ...	8,045,130	7,528,503	x516,627
Hamilton ...	5,801,055	7,245.612	1,444,557
St. John ...	5,527,970	5,557,085	29,115
Vancouver ...	14,725,316	15,578,149	852,833
Victoria ...	4,500,812	4,848,161	347,349
Quebec ...	9,541,847	9,433,694	x107,653
Ottawa ...	13,529,506	12,421,333	x1,108,173
London ...	4,569,235	5,166,003	596,768
Edmonton ...	2,955,201	3.963,919	1,008,718
Calgary ...	4,902,895	5,708,016	805,121
Total ...	$323,502,504	$351,512,491	$28,009,987

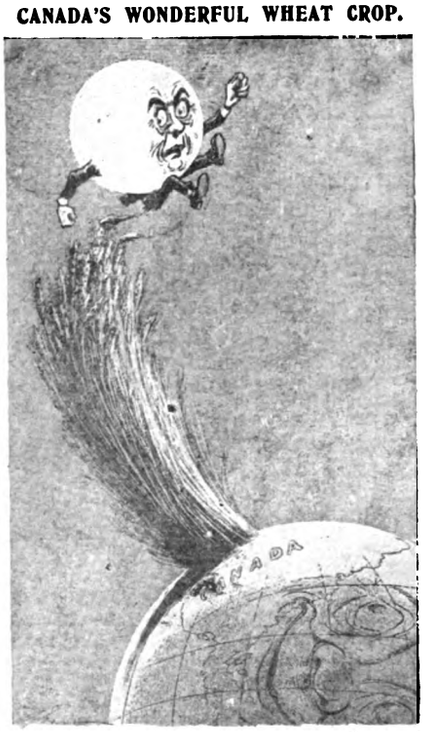
x Increases.

RAILWAY EARNINGS.

The Toronto correspondent of the Canadian Agency, Ltd., writes as follows under date June 29 :—

"Grand Trunk gross earnings in the third week in June decreased only $58,150, or 8 per cent., compared with a decrease of $123,580 in the second week, and $200,999 in the first week. These figures are of value because they indicate larger traffic movement in the older provinces, and greater activity in the industrial centres. The Canadian Pacific Railway gross earnings have at this writing shown only a slight improvement, but Canadian Northern has less shrinkage. The traffic managers here are inclined to the belief that the turning point has come, and that earnings will begin to improve. By the end of August they expect gross earnings to be nearly on a parity with last year. As operating expenses will then be on a scale at least comparative to last year if not better, and as materials have been slightly cheapened, there is no reason (in view of the large harvest promised everywhere) why the fiscal railway year, July 1, 1908, to June 30, 1909, should not be the best in the country's history. This being the case, and the stock market having practically discounted the impairment in traffic of Grand Trunk and Canadian Northern, your correspondent believes that the holders of Canadian Rails will soon have reason to recover from their despondency."

CANADA'S WONDERFUL WHEAT CROP.



The Man in the Moon: "Confound that Canadian crop!" From the *Montreal Star.*

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Canadian Finance.

(From Our Own Correspondent.) TORONTO.

It is encouraging to be able to at last report distinct signs of trade recovery. It is not a big improvement at present, but evidence in several directions certainly indicates an increasing volume of business. The Grand Trunk earnings show an improvement which, although negative rather than positive, is proof of greater activity in the industrial centres. Away West one of the principal trades, that of hardware, is up to 1907 figures, whilst another which may be regarded as an excellent index shows that taking lower prices into consideration the turnover is practically on a footing with that of last year. Crop conditions are quite encouraging, and the official estimates of the Western acreage is given as 5,521,120, against the trade estimates of 5,767,250, the comparative total for 1907 being 5,015,000 acres, which, however, it should not be forgotten, included a large area which was absolutely barren for that year owing to the effects of frost. There is a rumour that an issue of Ogilvie Flour Mills stock will shortly be placed in London through an important financial house which has prominently identified itself with the Dominion, and achieved several marked successes.

Steel v. Coal.

At the first blush it would seem almost as if after the Steel Co.'s meeting all hope of settlement must be abandoned. This need not, however, be the result, for it is understood that the Coal Co.'s offer left room for improvement. Curiously enough, the two financiers most closely connected with the dispute will be crossing the Atlantic in opposite directions at the same time, and are not therefore likely to meet at present. Powerful interests are, however, at work, and it is quite on the cards that a settlement will soon be reached in this regrettably prolonged quarrel. At the meeting important alterations in the capital account were carried through. $20,000,000 of 5 per cent. consolidated mortgage bonds were sanctioned, and $5,000,000 of common stock. Of the former $9,300,000 will be reserved against the second mortgage bonds, $3,000,000 will go to pay off bank indebtedness, and $2,000,000 will be used as working capital, leaving $5,000,000 unissued in reserve.

To Avert Financial Stringency in Canada.

The *Toronto World* is to be congratulated upon its earnest endeavours to set before the Canadian public the position which has necessitated Mr. Fielding's bill to give the banks power to increase their circulation during the moving of the crops. It alleges what last year showed to be beyond dispute that the $900,000,000 which the banks have available is not sufficient to do the business of the country, and that there are three ways by which the requirements of the country can be met, viz. (1) by Mr. Fielding's method; (2) increasing the capital stock of the banks, with a consequent increase of the bank note issue, and (3) an increase in the Dominion note issue. In discussing these alternatives it is admitted that the second would result in really only a transfer of money from one pocket to another. It is suggested that it may be deemed advisable to offer new capital abroad, especially in Great Britain; and that it is up to the banks to cope with the situation, "or to stand aside and let the State do it if it can."

CANADIAN RAILWAY REVENUE STATISTICS.

Name of Railway.	Seven Days Ending July 7.	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease.
Alberta	$4,658	$77	—
Canadian Northern	$152,300	—	$55,500
Canadian Pacific	$1,399,000	—	$143,000
Grand Trunk	£112,853	—	£22,014
Canada Atlantic	£8,247	—	£413
Grand Trunk Western	£21,998	—	£3,312
Detroit Grand Haven	£6,662	—	£1,749
Mexican	$124,800	—	$17,700
Mexican Southern	$27,798	—	$5,399

THE LONDON MARKET.

LONDON, WEDNESDAY.

Nobody will be sorry to see the back of the nineteen day account whose affairs have been adjusted this week. These prolonged periods are proverbially disappointing, and this one has been no exception to the rule. Whilst the influence of cheap money must be favourable, it must not be forgotten that we are on the eve of the holiday season. Business for the new account has been satisfactory on the whole, markets generally waking up a little more this week. The speculative position is, however, of very moderate dimensions, the character of continuation charges at the settlement supporting this view. Latterly, there has been a fair amount of investment business, and the opinion is general that prices will tend to steadily improve. There was some unsettlement at one time on fears that there might be some trouble with Persia, whilst the liquidation of one or two unwieldy accounts has also acted as a deterrent. At the time of writing the tone all round is firm, with Americans still the feature. Investors will soon know the result of the railway half year, and it is hoped that the average declarations will prove more satisfactory than the first announcement.

The Canadian section has been very much cheered by the excellent crop news from the Dominion. All the conditions at present indicate a record harvest, and as our Toronto correspondent shows on another page, general indications are also decidedly more favourable, several trades now reporting turnovers practically up to the figures of a year ago. Prices have been in the ascendant and close at a general advance. C.P.R.'s have benefited from the improvement in Yankees, from the crop reports, and also from a renewal of German buying, and have been over 170. Whilst the latest Grand Trunk traffic was the reverse of re-assuring the Ordinary and Guaranteed have both improved; the Second Prefs. have, however, given way rather sharply. Contrary movements have taken place in Quebec Central and Quebec and Lake St. John Incomes, a gain in the first named being offset by a set back in the latter. British Columbia Deferred Ordinary have also been realised at a concession. In the Land division, Hudson's Bays have recovered to 88 in response to the encouraging reports from the Dominion, and other issues are steady. In the miscellaneous list a feature has been the further support accorded to Mexico Tramways shares. Dominion Coal Common has been sold at a 2 point fall. Canadian Government securities have been supported at rather higher prices, whilst among the Municipal issues Quebec 3½ Registered is down 2 to 91. In view of the prospect of a long spell of cheap money higher prices may be looked for in this section. There are several new Canadian issues on the tapis. The issue of Ogilvie Flour Mills stock is expected in a few days.

NEW ISSUES.

The Western Canada Flour Mills Company.—This issue, to which we have previously referred, has several points which will make it attractive to investors. The margin of security is good. £225,000 is borrowed against £500,000 of assets. The interest is well secured, being covered four times over. All share capital issued has been paid up in cash in full, and there is no water in the business. In addition, about $300,000 has been invested out of earnings. The price is attractive. The six per cent. bonds of the other two big Canadian Milling Companies—the Ogilvie and the Lake of the Woods—have sold in Canada as high as 119 and 113 respectively, and at the present time they are both above par.

The Toronto Power Company is about to issue £500,000 4½ per cent. debenture stock, which is guaranteed unconditionally both as to principal and interest by the Toronto Railway Company. The price of issue will be 98 per cent. We understand that as a result of the agreement between the Toronto Power Co. and the Electrical Development Co. of Ontario, the proceeds of this issue are to be applied to paying off the floating debt of the Electrical Development Co., the earnings of which have recently shown marked improvement; and the successful flotation of the Toronto Power Co.'s debentures should substantially enhance the market price of the Electrical Development Co.'s bonds, which are now standing in the neighbourhood of 84.

ANSWERS TO FINANCIAL CORRESPONDENTS.

B. K. (Forest Gate). — See reply to G. C. R. H. below.

INQUIRER (Wood Green).—No. 1. Keep. Nos. 2 and 3. Sell directly you have a favourable opportunity.

G. C. R. H. (Strawberry Hill).—You have forgotten to comply with our rule and enclose an Enquiry Coupon.

SUBSCRIBER (Sheffield).—1. June 4. 2. We hope to deal with this fully later on. See our remarks on the same subject in another column.

READER (Leamington).—We consider that the worst that can happen has been fully discounted, and that those who can afford to do so should average.

W. H. (Tunbridge).—The rise in price you anticipate depends largely on the success of the crop, which will greatly stimulate trade. The outlook is good.

H. M. (Ashford).—These debentures are well secured, but you can get a higher yield with equally good security. You will find a list in another part of this issue.

W. S. (Durban, S. Africa).—1. Yes. 2. Refer to our advertising columns. 3. The amount is not too small. 4. About 4 per cent. This week's issue will give you all the information you want.

E. K. A. (Birmingham).—The fact that the underwriters were saddled with a large percentage does not necessarily reflect on the value of the investment; in this case it is due to the ignorance of the public concerning this form of industrial enterprise. As we stated the bonds may be regarded as well secured.

BANKER (Birmingham).—Pressure upon our space prevents us publishing the statistics in question in full, and we are only at present enabled to give the totals. We hope presently to be able to give them in greater detail, as we fully appreciate their importance to those interested in Canadian financial developments.

R. M. (Liverpool).—Many thanks for your kind regards, which are fully appreciated. We are, of course, glad to hear that you profited by our advice. Probably, it would pay you now to take your profit on No. 5, and reinvest in another security which has not yet been influenced as much as it should have been by the changed conditions.

COBALT SHARES.

"Canada" only quotes the shares of those companies which are regarded as bona-fide mining undertakings. Their appearance in our list does not infer that we regard them as worth buying at the price quoted, but they are to be regarded (subject to weekly revision) as the standard Stocks in Cobalt securities.

The following were the quotations at Toronto on July 4:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Foster-Cobalt Mining Co.	$1,000,000	$1.00	.46	.45
Trethewey	1,000,000	1.00	.81	.79
Buffalo Mines Co. xd.	900,000	1.00	2.00	1.60
McKinley-Darragh-Savage Mines	2,000,000	1.00	.75	.73
Cobalt Silver Queen	1,500,000	1.00	1.07	1.05
Green-Meehan Mining Co.	1,500,000	1.00	.15	.13
Coniagas xd.	4,000,000	5.00	5.50	5.25
Kerr Lake Mining Co. xd.	3,000,000	5.00	3.00	2.00
University Mines	1,000,000	10.00	5.00	3.00
Nipissing Mines Co. xd.	6,000,000	5.00	7.06½	6.03½
Nova Scotia Silver-Cobalt	1,800,000	1.00	.30	.28½
Temiskaming (new)	2,000,000	1.00	.43½	.42

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CANADIAN SECURITIES.

LATEST PRICES IN MONTREAL AND TORONTO.

BANKS.	Paid	Price per Share per $100.
Bank of Brit. North America ...	£50	144
Bank of Hamilton	$100	186.188
Bank of Montreal	100	232½
Bank of New Brunswick ...	100	265.270
Bank of Nova Scotia	100	276.278
Bank of Ottawa...	100	—
Bank of Toronto	100	212
Banque d'Hochelaga	100	135.137
Banque Nationale	30	120†
Canadian Bank of Commerce...	50	157
Dominion Bank...	50	222½
Eastern Townships Bank ...	50	148.150
Imperial Bank of Canada ...	100	215
Merchants' Bank of Canada ...	100	153.155
Metropolitan Bank	100	—
Molson's Bank	100	194.196
Quebec Bank	20	131½.135
Royal Bank of Canada... ...	100	217.219½
Standard Bank of Canada ...	50	216½.220
Traders' Bank of Canada ...	100	131.132
Union Bank of Canada ...	100	133.140
Union Bank of Halifax ...	50	—

LOAN COMPANIES.		
Agricultural Savings and Loan	50	119.121
British Columbia Permanent Loan and Savings... ...	100	—
Canada Landed and National Investment	50	120.122
Canada Permanent Mortgage ...	10	129
Canadian Savings and Loan ...	50	—
Cent. Canada Loan & Savings..	100	160.165
Dom. Savings and Investment	50	70.72
Hamilton Provident and Loan	100	118.120
Huron & Erie Loan & Savings..	50	177.180
Imperial Loan and Investment	100	70†
Landed Banking and Loan ..	100	118.120
London & Can. Loan & Agency	50	99.101
London Loan	50	106.110
Montreal Loan and Mortgage...	25	132†
National Trust of Ontario ...	100	148.150
Ontario Loan and Debenture ...	50	129.131
Real Estate Loan and Debenture	40	85.87
Toronto General Trusts ...	100	143.145
Toronto Mortgage	50	109.112
Toronto Savings and Loan ...	100	126†

INSURANCE.		
British America	50	97†
Canada Life	400	155†
Confederation Life	10	285†
Imperial Life	45	150†
Sun Life of Canada	15	—
Union Life	100	—
Western	20	96†

RAILWAYS, TRAMWAYS, LIGHT, AND POWER.		
Canadian General Electric ...	100	85½
Consumer's Gas, Toronto ...	50	192
Electric Development of Ontario	100	25
Do. 5% Bonds	100	85
Halifax Electric Tramway ...	100	99
Hamilton Cataract Power, Light, and Traction	100	—
Havana Electric Railway ...	100	24¾
Do. 6% Preferred... ...	100	74¾
London Electric...	100	89¾†
London Street Railway ...	40	97¼†
Montreal Street Railway ...	50	170xd
do. do. 4% Bonds	100	98.100
Montreal Light, Heat and Power	—	94⅝
Ottawa Electric Railway ...	100	—
St. John Railway	100	—
Toronto Electric Light... ...	100	112
Toronto Railway	100	98½
Trinidad Railway	100	—
Twin City Rapid Transit ...	100	89.90
Winnipeg Electric St. Railway	100	156

SHARES QUOTED ON THE LONDON MARKET.		
British Columbia Develpmt Ass.	1	⅛ 1
Le Roi	5	½ ⅝
Le Roi No 2	5	1⅜ ⅝
Tyee Copper	1	1/16 1/8
Ymir...	1	2/9 3/3

* In Canada to facilitate business the actual denomination of securities is generally ignored and stocks and shares are quoted at so much % on an assumed par value of $100. † Last sale.

IRON, COAL, AND STEEL, &c.	Paid.	Price per Share per $100.*
Cariboo Hydraulic Mining ...	1	—
Consolidated Mines	100	—
Crow's Nest Pass Coal	100	275†
Dominion Coal	100	51
Do. 7% Preferred	100	99.100
Do. 5% Bonds	100	92
Dominion Iron and Steel ...	100	15¼
Do. 7% Preferred	100	60
Do. 5% Bonds	100	76xd
Intercolonial Coal Mining ...	100	55.60
Do. 7% Preferred	100	100¼†
Montreal Steel Works	100	59½.63
Do. 7% Preferred	100	—
Nova Scotia Steel and Coal ...	100	45
Do 8% Preferred	100	108.110
Do. 6% Bonds	100	103.106

MISCELLANEOUS.		
Bell Telephone	100	138
Do. 5% Bonds	100	101.103
Canada North-West Land ...	25	105.110
Do. 6% Preferred	60	—
Canadian Coloured Cotton Mills	100	47¼.50
Do. 6% Bonds	100	90.92
Canadian Salt 7% Preferred ...	100	—
Dominion Telegraph	50	102½.105
Dominion Textile 7% Preference	—	82¼.84
Do. 6% Bonds, Series "A"	—	83½.87
Dunlop Tyre 7% Preference ...	100	—
Lake of the Woods Milling ...	100	85½
Do. 7% Preferred	100	110.112½
Do. 6% Bonds	100	104.105½
Laurentide Paper	100	94
Do. 7% Preferred	100	112½
Do. 6% Bonds	100	105.110
Montreal Cotton	100	103.110
Montreal Telegraph	40	136.138
Niagara Navigation	100	118.120
Northern Navigation	100	94.97
Ogilvie Flour Mills	100	105½.107
Do. 7% Preferred	100	116¼.119
Do. 6% Bonds	100	105.110½
Ontario and Qu'Appelle Land...	40	—
Richelieu & Ontario Navigation	100	73½.75
Rogers, W. A., 7% Preferred ...	100	—
St. Lawrence & Chicago Navigation	100	118.120

*CANADIAN SOUTH AMERICAN SECURITIES.	Paid.	Prices.
Havana Electric Railway 5% Bonds	$1,000	84.87 nom
Mexican Light and Power 5% Bonds	$500	88¼.89¼
Do. do. Shares	$100	57¼.58¼
Mexican Electric Light 5% Bonds	$500	81.82% x
Mexico Tramways 5% Bonds...	$500	91.92%
Do. do. Shares...	£100	103.105
Port of Para 5% Bonds ...	£100	80.82xd
Rio de Janeiro Tram, Light and Power 5% Bonds ...	$500	85½.86½
Do. do. do. Shares	£100	47¼.48¼
Sao Paulo Tram, Light and Power 5% Bonds	$500	96.97%
Do. do. do. Shares	£100	133.136x

*As supplied by Messrs. Dunn, Fischer & Co., 41, Threadneedle Street, E.C.

Rapid City Debentures.—The $2,700 issue of school debentures of the town of Rapid City, Man., bearing interest at 5 per cent., were secured by a Toronto firm for $2,450.

City of Halifax Debentures.—Tenders for $166,000 four per cent. debentures of the City of Halifax, payable in July, 1940, varied in price from $88.87 to $93.25, the latter tender being for only a portion of the bonds. The joint offer of Messrs. J. C. Mackintosh and Co. and F. B. McCurdy, at an average of $92.98, was accepted. The City Treasurer announces that the city will shortly need a further loan.

White Pass and Yukon Railway.—Traffic receipts for the week ending June 14 were $46,500, and for the two weeks ending June 30, $113,198.

Regina School Debentures.—School debentures to the value of $36,000, issued by the City of Regina, were taken by a Toronto firm for $35,350 or $98.20 per cent. The other five tenders ranged down to $96.40 per cent.

PUBLIC NOTICES.

MEXICO TRAMWAYS COMPANY.

Notice is hereby given that a DIVIDEND will be paid on the Capital Stock of the Company at the rate of four per cent. (4 per cent.) per annum for the quarter ending 30th June, 1908, and cheques for the same, payable at any branch of the Bank of Montreal, will be posted from Toronto, Canada, on the 1st day of August next to all Shareholders on the Register on the 27th day of July, 1908.

Dated Toronto, Canada, the 10th day of July, 1908.

C. H. S. COOKE,
Secretary.

NOTE.—The Canadian Stock Register is kept at the offices of the National Trust Company, Limited, Toronto, Canada.

DEBENTURES FOR SALE.

The following Canadian cities and towns are inviting tenders for debentures. Any of our readers interested in such investments can communicate with the official whose name is given below:—

Regina, Sask.—$50,000 five per cent. 30 year waterworks debentures. J. Kelso Hunter, City Clerk.

Fort William.—$10,000 for an exhibition site, and $95,000 to extend the Loch Lomond waterworks. City Clerk.

On August 5 will vote as to an issue of $95,000 5 per cent. 30 year debentures for extending the waterworks system; and $32,500 5 per cent. 20 year debentures to provide for deficits. Mr. A. M. Naughton, Town Clerk.

Brantford, Ont.—This city is receiving tenders for over $100,000 debentures at 4½ and 5 per cent. for various local improvements, payable at varying periods. Mr. A. K. Bunnell, Treasurer.

New Westminster.—On July 27, the ratepayers will vote upon a by-law to issue $37,000 5 per cent. school debentures and $50,000 for street improvements. Mr. W. A. Duncan, City Clerk.

Montreal Clearing House Returns.—The returns of the Montreal Clearing House for the month of June show a comparatively small decrease over those of 1907 as compared with the previous months of the year. The returns for the last six months are as follows:—

	1908.	1907.
January	$116,108,737	$128,194,689
February	95,031,138	107,654,009
March	108,282,582	125,041,649
April	111,092,633	117,054,598
May	117,650,019	135,587,776
June	121,366,912	123,589,767
Half-year ..	$669,532,021	$737,122,488

THE BANK OF TORONTO.

Head Office—TORONTO, CANADA.

Capital $4,000,000
Reserve Fund $4,500,000

74 Branches throughout Canada.

London Agents:—The London City and Midland Bank, Limited.

Collections made on best terms and proceeds promptly remitted.

Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

THE
Dominion Securities
CORPORATION, LIMITED.

CAPITAL PAID UP $1,000,000
RESERVE FUND $500,000

CANADIAN
Municipal and Corporation
BONDS.

TORONTO ... ... 26, King Street East.
LONDON ... ... 67, Cornhill, E.C.
J. A. GROVE, Manager.

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The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $5,000,000 (£1,027,397).**

President—B. E. WALKER. **HEAD OFFICE—TORONTO.** General Manager—ALEX. LAIRD.

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook, Creston, Dawson, Fernie, Greenwood, Kamloops, Ladysmith, Mission City, Nanaimo, Nelson, New Westminster, Penticton, Prince Rupert, Princeton, Vancouver (3 offices), Victoria, White Horse

WESTERN PROVINCES

Bawlf, Brandon, Calgary, Canora, Carman, Claresholm, Crossfield, Dauphin, Drinkwater, Durban, Edmonton, Elgin, Elkhorn, Gilbert Plains, Gleichen, Grandview, Granum, Hardisty, High River, Humboldt, Innisfail, Innisfree, Kamsack, Langham, Lanigan, Lashburn, Lethbridge, Lloydminster, Macleod, Medicine Hat, Melfort, Moose Jaw, Moosomin, Nanton, Neepawa, Nokomis, N'th Battleford, Norwood, Pincher Creek, Ponoka, Portage la Prairie, Prince Albert, Radisson, Red Deer, Regina, Saskatoon, Stavely, Stony Plain, Strathcona, Swan River, Treherne, Vegreville, Vermilion, Vonda, Wadena, Watson, Wetaskiwin, Weyburn, Winnipeg (8 offices), Yellowgrass

ONTARIO AND QUEBEC

Ayr, Barrie, Belleville, Berlin, Blenheim, Brantford, Cayuga, Chatham, Cobalt, Collingwood, Crediton, De Lorimier, Dresden, Dundas, Dunnville, Exeter, Fort Frances, Fort William, Galt, Goderich, Guelph, Hamilton, Kingston, Latchford, Lindsay, London, Montreal (2 offices), Orangeville, Ottawa (2 offices), Paris, Parkhill, Parry Sound, Peterboro', Port Arthur, Port Perry, Quebec, Rainy River, St. Catharines, Sarnia, Sault Ste. Marie, Seaforth, Simcoe, Stratford, Strathroy, Thedford, Toronto (10 offices), Toronto Junction, Walkerton, Walkerville, Waterloo, Wiarton, Windsor, Wingham, Woodstock

MARITIME PROVINCES

Alberton, Amherst, Antigonish, Barrington, Bridgewater, Charlottetown, Halifax, Middleton, Montague, New Glasgow, Parrsboro', St. John, Shelburne, Souris, Springhill, Summerside, Sydney, C.B., Truro, Windsor

IN THE UNITED STATES

New York, Portland, Ore., San Francisco (2 offices), Seattle, Skagway

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. S. CAMERON ALEXANDER, *Manager.*

Agents in Scotland—**Bank of Scotland.** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the North-West Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 480,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.

A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL

H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C.
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont.
Brandon, Man.
Brantford, Ont.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B.C.
Estevan, Sask.
Fenelon Falls, Ont.
Fredericton, N.B.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
" Barton St.
" Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kingston, Ont.
Levis, P.Q.
London, Ont.
" Market Square.
" Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
" St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask.
Oak River, Man.
Ottawa, Ont.
Quebec, Que.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N.B.
" Union St.
Toronto, Ont.
" King and Dufferin Sts.
" Bloor St. and Lansdowne Ave.
Toronto Jct., Ont.
Trail, B.C.
Vancouver, B.C.
Victoria, B.C.
Weston, Ont.
Winnipeg, Man.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES.

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

IMPERIAL BANK OF CANADA.

Capital Authorised	$10,000,000.00
Capital Paid Up	4,860,306.80
Rest	4,860,306.81

Head Office ... ... TORONTO.

Branches in the Provinces of ONTARIO, MANITOBA, SASKATCHEWAN, ALBERTA, and BRITISH COLUMBIA.

Moneys received for transfer to **CANADA,** and Drafts and Letters of Credit issued. In England by **Lloyd's Bank, Limited,** and in Scotland by the **Commercial Bank of Scotland, Limited,** at their Head Office and all Branches.

Special attention given to Canadian Collections forwarded either direct to the Head Office in Toronto, to the Branch in Montreal, . . . or through its Agents in England and Scotland. . . .

A GENERAL BANKING BUSINESS TRANSACTED THROUGHOUT THE DOMINION OF CANADA.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$3,800,000
Reserve Fund and Undivided Profits.	5,000,000
Deposits by the Public	34,000,000
Total Assets	48,000,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.
Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

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BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,200,274 Sterling. Undivided Profits, £143,830 0 0

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., *Honorary President.*
Hon. Sir GEO. A. DRUMMOND, K.C.M.G., *President.* E. S. CLOUSTON, Esq., *Vice-President.*
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HON. ROBERT MACKAY. SIR THOMAS SHAUGHNESSY, K.C., V.O. DAVID MORRICE, Esq.

HEAD OFFICE, MONTREAL - - - E. S. CLOUSTON, *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S. [P.E.I.
Charlottetown.
Chatham, N B.
Chatham, Ont.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Chilliwack, B.C.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Guelph, Ont.
Grimsby, Ont.
Gretna, Man.
HALIFAX, N.S.
and Sub-Branch,
,, North End.
HAMILTON, Ont.
,, Sherman Avenue.
Hartland, N.B.
Holstein, Ont.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lake Megantic, Que.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
Mahone Bay, N.S.
Marysville. N.B.
Medicine Hat., Alta.
Millbrook, Ont.
Moncton, N.B.
MONTREAL, Que.,
and Sub-Branches.
,, Hochelaga.
,, Papineau Avenue.
Point St. Charles.
,, St. Henri.
,, Seigneurs Street.
,, Westmount.
,, S. Anne de Bellevue
,, West End
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
OTTAWA, Ont.,
and Sub-Branches.
,, Bank St. and Hull.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Port Arthur, Ont.
Portage La Prairie, Man.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC,
and Sub-Branches.
,, St. Roch.
,, Upper Town.
Queensville, Ont.
Raymond, Alta.
Regina, Sask.
Rossland, B.C.
Rosenfeld, Man.
St. John, N.B.
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon.
Sawyerville, Que.
Shediac, N.B.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
TORONTO, Ont.,
and Sub-Branches.
,, Carlton and
Dundas Streets.
,, Queen Street.
,, Richmond Street.
,, Yonge Street.
Trenton, Ont.
Tweed, Ont.
Vancouver, B.C.
Sub-Branch, West-
minster Avenue.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
WINNIPEG, Man.,
and Sub-Branches.
,, Fort Rouge.
,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland
Birchy Cove.
St. John's.

In United States.
NEW YORK,
31, Pine Street.
CHICAGO,
Cor: La Salle and
Monroe Street.
SPOKANE,
State of Washington

In Mexico.
CITY OF MEXICO.

Correspondents in United States.

BOSTON—Merchants National Bank. BUFFALO—The Marine National Bank. NEW ORLEANS—Whitney Central National Bank.
PHILADELPHIA—Bank of North America. SAN FRANCISCO—First National Bank of San Francisco.

LONDON OFFICE - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—RT. HON. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., THOMAS SKINNER, Esq.,
FREDK. W. TAYLOR, *Manager.* H. HAYLOCK, *Assistant Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE
MOLSONS BANK.

Incorporated 1855.

Capital, paid up £600,446 - $3,200,170
Reserve Fund £600,446 - $3,200,170

Head Office, Montreal.

63 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $3,900,000 RESERVE - $4,390,000

Head Office - - - MONTREAL.
86 Branches in Canada.
9 Branches in Cuba.

Branches in Newfoundland and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS, OR INDIVIDUALS, CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—
BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established - 1864

Capital Paid Up, $6,000,000 (£1,232,876) Reserve Fund and Undivided Profits, $4,267,400 (£876,864)

HEAD OFFICE—MONTREAL

SIR H. MONTAGU ALLAN, KT., *President.* JONATHAN HODGSON, ESQ., *Vice-President.*
E. F. HEBDEN, *General Manager.* T. E. MERRETT, *Supt. of Branches and Chief Inspector*

BRANCHES AND AGENCIES

ONTARIO

Acton
Alvinston
Athens
Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin
Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Markdale
Meaford
Mildmay
Mitchell
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St. James St.
,, 1255 St. Catherine St. E.
,, 310 St. Catherine St. W.
,, 1330 St. Lawrence Boul.
,, Town of St. Louis
Beauharnois
Lachine
Quebec
,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Jerome
St. Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris
Napinka
Neepawa
Oak Lake
Port'e la Prairie
Russell
Souris
Winnipeg

Alberta

Calgary
Camrose
Carstairs
Daysland
Edmonton
Ft. Saskatche'n
Lacombe
Leduc
Lethbridge
Medicine Hat
Olds
Red Deer
Sedgewick
Stettler
Tofield
Vegreville
Wetaskiwin

Saskatchewan

Arcola
Carnduff
Gainsborough
Maple Creek
Oxbow
Whitewood

British Columbia

Vancouver
Victoria

AGENCY IN UNITED STATES—NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 117 Branches of THE MERCHANTS' BANK OF CANADA.

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Banking, Insurance and Finance.

Six Months' Bank Clearings. In the circumstances, the bank clearings of the Dominion for the month of June must be regarded as encouraging, for, although compared with the transactions in the same period of 1907, there is a net decrease of 7.9 per cent., this is in striking contrast with May, when the decline was as high as 15.3 per cent., and March, when it was 12.8 per cent. Actually, it is the best month since January, when the falling off was only 7.4 per cent. The total volume of the clearings was $323,502,504, against $320,988,539 for May, this slight increase being the more significant in that it is usual for the transactions for the latter period to be in excess of the last month of the half-year. Toronto comes out with the highest decrease for the month ($12,655,768, or 12.4 per cent.), Montreal being only $2,222,855, or 1.8 per cent. behind. Winnipeg shows the heavy proportional decline of 19.9 per cent., and is second to Toronto. The total clearings for June were $323,502,504, against $351,512,491 for the same month of last year, the decrease amounting to $28,009,987. Three cities (Halifax, Quebec, and Ottawa) were exceptions to the general rule, their joint increases reducing the gross decline by about $1,700,000. St. John also nearly balanced with the 1907 figures. For the six months the total clearings were $1,857,806,807, or $216,998,936 behind the same period of last year, equal to a net decline of 10.4 per cent. The fact that the June transactions were ahead of instead of behind May is evidence that things are on the mend, and that from now on the bank clearings will present a steady improvement. Recent advices from our correspondents all indicate better trade conditions. It should be borne in mind also that the depression that has characterised the stock markets—proof of which is afforded in the fact that for June Toronto was responsible for no less than 45 per cent. of the total decline—accounts for a very large proportion of the total decrease in the clearings to the end of June. If we assume that slackness in financial circles is responsible for, say, one-fifth or one-sixth only of the total reduction, and allow for the difference resulting from lower prices for commodities, etc., the actual decline due to the trade reaction becomes proportionately less. The figures in the succeeding months of the year will be closely scanned, as they are published month by month, to see how they compare with the corresponding months of 1907, and it is regarded as quite probable that the decrease recorded for the first half of the present year may be transposed into an increase for the whole twelve months.

* * *

Cheerful Optimism. Although, as we showed on July 11, there are a large number of financial writers in this country who view the decline in Canadian Railway traffic this year as merely the result of a natural check after a long period of progress, there are those who obstinately refuse to be comforted by the recent encouraging news from Canada, and try to communicate their doleful feelings to their neighbours. For the benefit of the professional bears, we would like to throw out a gentle hint that it is never wise to follow a fall too far, and that recent experience should teach them that there is sometimes a danger of being caught short of stock in a market as susceptible as is that for Trunks to changing conditions. Investors, as apart from speculators, it is well to warn against being influenced by those who aim at accumulating profits by making their flesh creep. We wish we could impart some of the cheery optimism which animates one of the best informed of the financial writers in Canada. In a recent article, this authority points out that Canadian railway earnings will be well worth watching in the next two months. In his opinion—and we share his views of the situation—the turning point should be reached shortly. By the end of next month he expects to see gross traffics on a parity with those of the corresponding period of last year, whilst the economies which have recently been effected will, of course, be reflected in reduced operating charges. The writer in question ends his review of the railway outlook in the Dominion by anticipating that, "with a large harvest practically assured, . . . the fiscal year, beginning July 1, 1908, should be the best known in the history of Canadian railroads." Such an expression of opinion on the part of one admirably placed to obtain reliable local information should prove a valuable antidote to the depressing paragraphs which are published in the financial columns of several of our contemporaries, and which are often, we are afraid, influenced by those who seek to obtain two profits, first by frightening investors out of their stocks at the current reduced quotations, and secondly by reselling them the same securities when prices recover, as they must do, of course, eventually.

* * *

Bank Inspection in Canada. Those in any way acquainted with the futility of any attempt to inaugurate a Government department for the inspection of banks will rejoice to hear that Mr. Fielding has thrown cold water upon a proposal which is utterly impracticable. The experience of the system in vogue in the United States is entirely opposed to the importation of such methods in the Dominion. As practised in the neighbouring Republic, bank inspection is a farce. We believe there is not a single case on record where this system has prevented disaster, or in any way acted in the interests of the depositors—those principally for whom, of course, such protection is demanded—or the shareholders. In the United States bank inspection is of a purely cursory nature, and the only result is that people are lulled into a feeling of false security. In Canada the task of bank inspection would be far more difficult than over the border, as it is obvious that, to be of any value, it would have to be made simultaneously at all the branches of a bank, and not confined merely to the head office. In the case of the most important banks, it would take a staff of several hundred competent officials. Where are such inspectors to be obtained? The whole thing is utterly impracticable. We believe that there are really only one or two bank officials in Canada who approve of the suggestion, and it is no secret to say that, quite apart from their being in a minute minority, their attitude towards the Government is hardly a friendly one on most subjects. In the present instance their views are the more inexplicable, for they must know quite well the enormous difficulties attending the setting up of such a complicated piece of machinery.

* * *

Colonial Credit Compared. When one remembers the jeremiads which have recently been current as to the prospect of a material set-back in the advancement of the Dominion, it is comforting to find that the Stock Exchange evidently holds no such gloomy forebodings, and that it views the recent temporary trade reaction in Canada in its true proportion. In these columns we have frequently alluded to the remarkable advance in the credit of the Dominion as measured by London's valuation of Canada Three per Cents. This is still as high as 3⅛ per cent., and materially ahead of that of other colonies. Curiously enough, that of the Dominion of New Zealand is one of the two whose credit, as judged by Stock Exchange quotations, is nearest to Canada, New Zealand Threes of 1945 returning at the present price about 3 5-16ths per cent., or 3-16ths higher than Canada Threes. The Victoria loan shows the same yield. Other Colonial Government Three per Cent. stocks redeemable at about the same date as Canada Threes are Cape of Good Hope, 1933-43, which yield 3 9-16ths per cent.; Natal, 1929-49, which show the same return to the investor; New South Wales, 1935, 3⅜ per cent.; South Australia, 1916-26, 3 7-16ths per cent.; and West Australia, 1916-36, 3 7-16ths per cent. Of course, had there been any serious misgivings in the minds of investors themselves, or of the Stock Exchange as to the state of affairs in Canada, the prices of Canadian Government securities would have suffered a serious set-back. The fact that they have remained practically stationary shows that neither that sensitive barometer, the London Stock Exchange, nor the investment community, have ever entertained the slightest uneasiness as to what is merely a natural reaction after a period of continuous progress.

* * *

Home Investors and Canadian Bank Shares. In his last letter, our Toronto correspondent referred to the interesting summary given in a contemporary of the position which has led up to Mr. Fielding's Bill for providing increased currency facilities during the crop-moving season. The journal in question stated that the banks were called upon to cope with the undoubted increased financial requirements of the country, and asserted that it was the duty of the banks to deal with the situation, "or to stand aside and let the State do it, if it can." It was also rather plainly hinted that the reason why the banks were not making new issues of capital was that in present circumstances the fear of the big shareholders losing their equity in such new issues was a serious bar to an increase of the capitals of the various banks. In view of the importance of the subject, we have made inquiries amongst well-informed people in this country. The general opinion seems to be that the banks can be relied upon to raise new capital whenever they feel that the necessities of the financial position require this to be done. With regard to the suggestion that it would be well to offer new issues in this country, we gather that there would not be the slightest objection to this course, provided the control of a bank's affairs was not removed from Canada. We have had one instance of the dangers attending such a course in the Sovereign Bank, with disastrous results to all concerned. That British investors would cordially appreciate such an opportunity of subscribing for shares in Canadian banks there can be no doubt whatever. At present the interest of the home investor in Canadian bank shares is a limited one, but, in view of the exceptional nature of such securities, there would not be the slightest difficulty in placing them on this market.

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Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents.

COBALT.

The following were the shipments from Cobalt during the week ending July 4:—

	lbs.
City of Cobalt	46,870
La Rose	62,240
McKinley	120,000
Nipissing	111,340
O'Brien	212,730
Townsite	45,600
Temiskaming	100,000
Temiskaming and H.B.	60,000
Trethewey	108,180

The total shipments for the week were 866,960 pounds, or 433 tons. The total shipments from January 1 to date are 18,220,348 pounds, or 9,110 tons. The total shipments for the year 1907, were 28,081,010 pounds, or 14,040 tons.

A recent writer in the *Boston Commercial* says:—"In the four years which have elapsed since work began, the mines of Cobalt have put out a tremendous quantity of silver, and have paid a substantial total of dividends. The big mining boom began about four years ago. During its continuance the Goldfields, Tonopah, Fairview, Wonder, Bullfrog, and Manhattan camps in Nevada and Death Valley camp in California were floated. Some forty to fifty properties around the Butte district were also put on the market, as were thousands of companies with properties in Utah, Arizona, and Canada. During this boom there were also several hundred Cobalt companies organised. Of course, the greater number of the companies in all the districts mentioned were wildcats. They were organised and floated for the one purpose of selling stock, and not with any real intention or expectation that they would make mines. A number of big mines have been developed, but the only camp that is now paying dividends continuously for two or three years is Cobalt. There may be one or two mines which are exceptions to the above statement, but certainly not more than two. I think the Nevada Hills is the only new mine in the entire Nevada roundup which is paying dividends. None of those of the various other districts I have mentioned are now making disbursements to stockholders. Cobalt, however, has eight or ten regular dividend-payers."

The La Rose extension, which consists of thirty-six acres, or one acre less than the La Rose proper, is probably the most prominent and promising undeveloped area in the camp.

At the University Mine shipping ore is now being taken from the 100-foot level. The work, however, which is being done by hand steel, is necessarily slow. Preparations are now being made to put in a drill.

ROSSLAND.

Ore shipments during the week ending July 4 were:—

	Tons.
Centre Star	1,815
Le Roi	1,540
Le Roi No. 2	645
Total	4,000

From this camp comes the news of a good strike upon the Evening Star, where four feet of gold ore, running $38 to the ton have been uncovered by the lessees.

BOUNDARY.

Shipments were as follows during the week ending July 4:—

	Tons.
Granby	20,522
Mother Lode	5,940
Oro Denoro	1,190
Rawhide	1,500
Sunset	450
Brooklyn	104
Mount Rose	45
Total	29,751

There are four of the mines of the Dominion Copper Company among the shippers this week, for the first time since October 15 last. As the smelter has barely started, there is nothing like the tonnage recorded which is within its capacity to handle. With the big new furnace in operation the Dominion Copper Company should compare with that of the P.C. Copper Company at Greenwood.

The Victoria shaft outlet, on the Granby property has been put in commission after an expenditure of upwards of $100,000. From this outlet 3,000 tons of ore a day can be loaded on both the Canadian Pacific and Great Northern railways. At the Gold Drop Curlew group of the Granby mines, development was pushed during the year, and ore bodies of great size and importance were opened up.

SLOCAN-KOOTENAY.

During the week ending July 4 the shipments were:—

	Tons.
St. Eugene	600
Whitewater	143
Whitewater, milled	280
Poorman, milled	250
Queen, milled	185
North Star	34
Richmond	72
Arlington, Erie	70
Rambler Cariboo	20
Sunset	42
Westmount	44
No. 1	14
M. and H.	10
Total	1,764

What is probably the biggest gold brick ever brought into Nelson has been brought from the Queen mine. The brick weighed 248 ounces, and is worth $4,500.

SMELTER RECEIPTS.

During the week ending July 4 the receipts of ore at the smelters were:—

	Tons.
Granby	20,522
B.C. Copper Co.	7,751
Dominion Copper Co.	2,099
Trail	5,603
Le Roi, Northport	1,690

MINING REPORTS.

Crow's Nest Pass Coal Co., Ltd.—The output for the week ending July 3rd was 17,957 tons, a daily average (five days) of 3,591 tons. All collieries were idle on Dominion Day.

Camp Bird.—Cablegram from the mine manager, reporting for June: "The mill ran 29 days and crushed 6,670 tons of ore (dry weight), yielding 8,438 oz. of bullion and, approximately, 578 tons of concentrates; amounts received from sales of product effected during the month, bullion (including cyanide bullion), $139,047; concentrates (474 tons), $24,676; total, $163,723; less expenses, $48,417, leaving $115,306 = £23,628; London expenses, £300; balance applicable to profit, £23,328. There was expended on construction $735, making a total for the year commencing May 1 of $913, say, £187; feet of development work, 127."

Residents of **Bulkeley** Valley, Igenika, and other gold fields of the eastern and central districts of British Columbia are apprehensive of a food famine during the approaching winter. So far all supplies are consumed as fast as arrival, despite increased quantities, owing to the influx of prospectors.

Mexico Tramways Co.—The Directors have declared a dividend on the capital stock at the rate of 4 per cent. per annum for the three months to June 30.

Montreal Street Railway Co.—The Bank of Montreal notifies the holders of allotment letters and scrip in the issue of £460,000 4½ per cent. Sterling Debentures that the debentures are now ready for exchange. Allotment letters and scrip must be left with the Bank of Montreal three clear days for examination.

REAL ESTATE NOTES.

Rise in Values in Yonge Street, Toronto.—A store in a prominent position on Yonge Street having a frontage of 22 ft. 6 in., and a depth of 122 ft. 6 in. has been sold for $140,000; allowing $20,000 as the value of the building, this means about $5,450 per foot frontage for the land. Fourteen years ago the store was purchased by the present seller for $70,000; fifty years back the site was occupied by a cabinet maker, and was valued at $500.

Another store a little further north on the opposite side of Yonge Street has been sold at the price of nearly $3,800 per foot frontage. Generally speaking, building has been more active this month.

Winnipeg.—This month there are about 800 buildings of all kinds in course of erection, and work has been found for over 4,000 men connected with the building trade. Property transfers have also taken a forward move and in some sections of the city the rents on property owned by investors in Eastern Canada is being raised. There is now very little untenanted property.

Saskatoon.—On July 3 the largest real estate deal which has occurred here for some time was made, whereby the Young block passes into the hands of M. P. Masson, of New York. The purchaser will enlarge the present block and build a second structure adjoining.

The contract for the municipal hospital has been awarded to a Winnipeg firm for $47,490. Work on the new building commences at once.

BUILDING AT PRINCE RUPERT.

Building operations still continue brisk, and all day long the ceaseless hammering can be heard on the buildings of those who have been fortunate enough to secure sites and permits from the Grand Trunk Pacific management to erect buildings which will be used as stores, hotels, and offices; although the whole of them may eventually have to be moved when the townsite is surveyed and permanent streets are laid out.

The secretary of the Canada North-West Land Company reports that the final payments on lands bought on instalments have been the largest in the history of the company. The times have not prevented the farmers from keeping up their payments on their property.

MUTUAL RESERVE LIFE AFFAIRS.

Mr. E. R. C. Clarkson, liquidator of the Mutual Reserve Life Assurance Company, states that an interim dividend will be paid to the policyholders as soon as possible. At a recent meeting authority was given for the disposal of the assets within the statutory time. There are about 3,000 policyholders, and the risks amount to $3,500,000. The liabilities come to about $356,000, of which $100,000 are death claims. The Canadian assets aggregate nearly $330,000. They are represented in $54,000 of Dominion of Canada bonds and debentures, $175,000 of Quebec stock and debentures; about $35,000 city of Winnipeg debentures, and $65,000 in mortgages. There is a deficiency of over $26,000. The policies have a value according to the amount of the reserve paid, but the policy of every person who died between June 5, the date of the filing of the lists, and July 5 will have its face value.

LAND MORTGAGES.

A loan of £1,400 wanted for two years at 8 per cent. Security, 640 acres of land, barn, house, granary, and other improvements, worth at the lowest possible estimate £3,000. For further particulars address: "Alberta," c/o. *CANADA* Newspaper, 34, Norfolk Street, Strand, London, W.C. Enquiry coupon must always be enclosed.

Canada Three and a Half per Cents.—The Commissioners of Inland Revenue give notice that the stamp duty, payable on transfers of the Dominion of Canada Government Three and a Half per Cent. Stock (1930-1950) has been compounded for under the provisions contained in Section 114 of the Stamp Act, 1891. The transfers executed will therefore be exempt from stamp duty.

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AN ILLUSTRATED WEEKLY JOURNAL.

Edited by W. LEFROY.

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Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our London or Canadian offices to be called for (not forwarded).

Cheques and P.O.O. to be made payable to "The Canada Newspaper Co., Ltd."

MEMORABLE ANNIVERSARIES IN THE COMING WEEK.

July 26.—Final capture of Louisburg by the British under General Amherst, 1758.
The siege of Quebec began, 1759.
Opening of the Dominion Exhibition at Winnipeg, 1904.

July 27.—First successful Atlantic cable completed: messages exchanged, 1866.
The agreement between the Dominion Government and the Grand Trunk Railway for the construction of another transcontinental line through Canada signed at Ottawa, 1903.

July 28.—Battle of Talavera: Wellington defeated the French, 1809.
Dr. Jameson and his officers sentenced to various terms of imprisonment, 1896.

July 30.—Death of Sir E. P. Taché, one of the "Fathers of Confederation," 1865.
The Japanese Government prohibited the emigration of Japanese into Canada, 1900.
Bill passed establishing the King's title as "Edward VII., by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of all the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India," 1901.

July 31.—United States forces raided York and set fire to several buildings, 1813.
Captains Everard and Pring destroyed four United States vessels outside Burlington, 1813.
Colonel Murray captured Plattsburg, the headquarters of the U.S. army of the North, 1813.
The King (then Prince of Wales) visited Halifax, Nova Scotia, 1859.

August 1.—As the result of an Act passed August 28, 1842, slavery came to an end in all British Dominions, 1843.

THE VICTORIA LEAGUE AND THE TERCENTENARY.

The teachers of every school in Great Britain which has old scholars in Canada will be interested in a letter which has been addressed by Mr. Cyril Jackson, now Chairman of the Education Committee of the L.C.C., to the Editor of *The Schoolmaster*. He points out that the voyage this week of the Prince of Wales and of the Atlantic Fleet across the ocean and up the waterway of the St. Lawrence River, is an event of historic importance for the whole English race. He urges teachers in London schools to bring home to the children under their care the meaning of these rejoicings—the conception of a Franco-British nation in Canada, free and contented, yet loyally attached to the Empire of which Great Britain is one constituent part. Mr. Jackson further indicates the part which the Victoria League is taking in helping teachers to interest their scholars in the three hundredth anniversary of the birth of Canada, and in aiding the fund for the creation of a great national park upon the heights of Abraham above Quebec, for ever sacred to the memories of Wolfe and Montcalm. Through the courtesy of the officials of the Victoria League we are enabled to amplify this part of the letter. The League prepared a series of twelve picture cards, illustrative of the early history of the Dominion. Six of the cards are reproductions of engravings in an *edition de luxe* of Parkman's History; six are the work of Lady Jane Lindsay, and were specially prepared for this occasion. They will soon become interesting mementoes of a unique event. Arrangements have been made for sending the shilling packet of cards at cheap postal rates from children in English schools to children in Canadian and French schools.

The League also issued collecting cards to aid the fund for the preservation of the battlefields. There was no desire to ask teachers to make such collections themselves, but it was thought that some of the older children in each school might like to write for the penny collecting card, on which there was room for a dozen names. The object was to make the tercentenary gift from the people of Great

The Americans urged on the Canadians to Rise against the British Rule and join their Revolution. But their advances having been Rejected with scorn 1775
they laid Siege to Quebec. Sir Guy Carleton, Governor of the Canadians here welcomes the English Fleet just arrived to their Succour

ONE OF THE CARDS ISSUED BY THE VICTORIA LEAGUE.

Britain to the people of Canada as broadly representative of the nation as possible. It was suggested that if every one who had a relative in Canada would take this modest share in aiding the fund, it was certain that the contributors would be numbered by the hundreds of thousands, and that an indelible impression would be produced upon the minds of our kinsmen on the other side of the Atlantic.

We sincerely trust that the enterprise of the Victoria League has met with its reward, and that its hopes have been realised.

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HOW CANADA PROVIDES FOR OLD AGE.

Not Pensions, but State Annuities.

The Dominion House of Commons has just passed a measure that means a great deal to the thrifty Canadian who wishes to make a safe provision for old age. The Act provides machinery by which the savings of the people may be directed to the purchase of annuities. The funds to be accumulated will be held and guaranteed by the Dominion Government, which will add interest at the rate of three per cent.

The chief provisions of the Bill are as follows:—

No annuity shall be larger than $600 to one person, and not more than $600 to husband and wife jointly.

The minimum age at which an annuity may begin is 55 years. A man may arrange to have his annuity begin at a later age if he wishes to, but no man shall receive an annuity until he has reached the age of 55 years. This is subject to a proviso that if disability falls upon a man and he needs the annuity at an earlier age he can receive it, but the amount will in that case be smaller than what he will receive if he carries the transactions to the full 55 years.

The annuities will not be transferable, and will not be subject to seizure.

In case of death before the age at which the annuity is payable, all the moneys paid in will be returned to the representatives of the annuitant, with interest at three per cent., compounded yearly.

The annuitant may make periodical payments at stated times, or he may make independent payments to suit his own convenience.

Assuming that the contributor begins at the age of 20, and continues payment until the age of 55, he can take his annuity at once, or if he chooses he can allow the money to stay a little longer, and he will receive a larger annuity.

There is a provision for independent payments by which a contributor may make a payment of $10 or more at any time.

By payment at the age of 55 immediate annuities may be purchased.

The Post-office Bank depositors may transfer their money to purchase annuities.

Friendly societies and religious organisations can purchase annuities for their members, and employers of labour can make such arrangements as are necessary with their workmen in order that the latter may benefit under the provisions of the Act.

The two great advantages of the scheme are the security provided by Government and the cheapness of administration.

AN INTERCHANGE OF BOARDING PUPILS.

Mr. Cyril Fitzgerald, of Oxford House School, Junction Road, London N.—the school that exchanged flags the other day with a school in London, Ontario—writes:—A proposal has lately been made to establish a scheme for the interchange of school boarders between Canada and England. It was pointed out to the Editor of *CANADA* that some such idea would tend towards a still closer feeling of friendship between these countries, and that it would be likely to meet with the approval of schoolmasters and parents alike. Similar arrangements have been made in the past between France and England with satisfactory results, and in addition to this, the English and French Governments—through the medium of their Boards of Education—initiated a plan to exchange a number of secondary and elementary schoolmasters. It is not, however, thought necessary to adopt the latter plan, since the advantages to be gained by residence in a French school and amongst French people cannot, for obvious reasons, be obtained in an English-speaking colony. The writer proposes that an Executive Committee be formed in Ottawa and London for the purpose of framing some regulations, and of advising parents and schoolmasters on matters for which they need guidance.

There are many parents resident in Canada who would be glad to know of some recognised secondary schools in England to which they might send their sons; and, on the other hand, if a list of Canadian schools, with their respective qualifications and advantages was available, it would go a long way in solving the difficult problems of English fathers who wish to send their sons to Canada. For this purpose it would be advisable, perhaps, with the approval of the committee, to publish in *CANADA* a number of secondary boarding schools in England and the Dominion, the headmaster of which would be willing to receive pupils at stated terms, etc.

It is not proposed, at present, to make any arrangements with regard to the interchange of children amongst families for, so far as it has been tried on the Continent of Europe, it has not been found to work with success. Private tutors would be eligible to receive boarders, and it would be advisable for both committees to be represented by ex-schoolmasters, or others, who are in touch with some of the chief tutorial establishments in both Canada and England.

The following have provisionally agreed to act as an advisory committee, and it is to be hoped that a similar committee may be formed at once in Ottawa, and that they will put themselves in communication with any of the undermentioned:—Cyril FitzGerald, Oxford House School, Junction Road, London, N.; Rev. C. E. Lucette, Grammar School, Chard, Somerset; Rev. W. S. Watson, Broadway Vicarage, Ilminster, Somerset.

Miss Helen H. Hatch, of Lethbridge, has lost her life in the Rockies. She, with other members of the Alpine Club of Canada, was making the ascent of Mount Avelanche, and attempted to glissade, while upright, a small patch of snow.

DOMINION OF CANADA.

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The Ogilvie Milling business has been in existence for nearly 100 years. Owing to the death of the senior partner in 1902, the business was formed into a Limited Company, and the aggregate net profits for the six years ending 31st August, 1907, as shown by the Company's reports, have amounted to $2,856,514.98, made up as follows:—

		Interest on Bonds & Pref. Stock.
Year ending 31st August, 1902	$387,441.29	$ 43,000
,, ,, 1903	618,108.90	172,000
,, ,, 1904	512,786.51	172,000
,, ,, 1905	472,230,28	172,000
,, ,, 1906	*235,262.43	200,000
,, ,, 1907	630,685.57	200,000
	$2,856,514.98	
Deduct Interest on Bonds and 7 per cent. on Preferred Stock as above	959,000	
Leaving a surplus of ...	$1,897,514.98	

which was available for Dividends on Common Stock and is equal to 12¼ per cent. per annum on the existing $2,500,000 of such Stock.

* The destruction of the elevator at Fort William by fire in 1906 cost the Company about $250,000, which was paid out of the Income for that year.

During the last five years regular Dividends have been paid on the Common Stock at the rate of 7 per cent. per annum half-yearly, in March and September.

Prospectuses and Forms of Application of an issue of Common Stock may be obtained from the Canadian Agency, Limited, 6, Princes Street, London, E.C.; Messrs. Govett, Sons & Co., , Throgmorton Street, London, E.C.; Messrs. Charlton & Illingworth, 6, Bank Street, Manchester; or Messrs. Buchanan, Gairdner & Tennant, 24, St. Vincent Place, Glasgow.

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SPECIAL CANADIAN EDITION.

ENGINEERING AND MACHINERY

SPECIAL INFORMATION FOR CANADIAN BUYERS
REGARDING BRITISH STANDARD MANUFACTURES

A Period of Slackness and an Opportunity.

(From our Manchester Correspondent.)

AT the present time there are not wanting signs of a return of prosperity to the Lancashire engineering trade. Work is actually scarcer than ever, but there are more inquiries going about than was the case some few months ago. The slump of 1908 has, of course, been world-wide, but we doubt whether in any part of the world the difference between last year and this year has been so great as in Lancashire. Last year in Lancashire everybody was building cotton mills, and Lancashire engineers had no time to consider the possibilities of such markets as Canada, because their own neighbours were clamouring for machinery faster than it could be turned out of the works. It is difficult at a time when orders are coming in faster than one can execute them, to think that the inevitable reaction will occur, and that twelve months hence the works will be almost at a standstill. It is just at such a time that the far-sighted manufacturer takes the opportunity to widen the basis of his operations, to sow the seeds of business in the newer countries where a reaction in trade is speedily swallowed up in the march of industrial development.

It must not be imagined, of course, that new countries like Canada do not suffer from trade depressions, and, in fact, while they last, they are perhaps more violent than similar phenomena in older countries. There is this difference, however, that in a new country which offers the handsomest rewards both for capital and labour, such reactions are probably of very short duration. It is pretty clear to those of us who are closely in touch with Lancashire engineers and their work, that those firms which took the trouble in prosperous times to extend their sphere of operations are now reaping a rich reward. Want of imagination is just as great a fault as want of foresight, and is much more common. Certainly these two qualities are very much needed by Lancashire engineers at this present time.

The whole of the conditions of the regular Lancashire business of the mechanical equipment of mills are changing. Within the last few years the supremacy of the steam engine has been seriously questioned by the steam turbine and the gas engine, and the standard method of mechanical transmission, namely, rope-driving, has been the subject of a fierce attack on the part of electrical engineers. Last year, when times were good, most of the new mills were fitted in the ordinary way, but here and there one or two adopted electric driving, and a still fewer number adopted gas engine driving. So far there is no plain indication of superiority either way. Electrical engineers maintain that by means of electrically driven spinning frames better yarn is produced from a given kind of cotton. Gas engine makers claim economies as great as 50 per cent. of the fuel bill. The makers of the slow speed Corliss engines maintain that neither of the newer systems of driving can claim any advantage over the old in point of cost, and are not half so good in point of reliability. And so the struggle goes on, a struggle which is to decide how all the cotton mills of the world will ultimately be driven.

The judgment of Canadian engineers has more than once been quoted in this controversy in connection with the gas engines used at the Winnipeg Fire Stations. That large order from Canada for four gas engines of enormous horse-power attracted a great deal of attention in Lancashire. It is, we think, quite true to say that previously Canada was regarded by Lancashire engineers as devoted entirely to lumber and to wheat-growing, and it is a little unfortunate, we think, that Lancashire engineers were so preoccupied with Lancashire work at the time that order was placed that they had no time to push their interests in the Dominion.

Now, however, a very different state of things obtains; there has been a slump in the trade, which has stopped the export of cotton goods. The cotton mills are working short time, and, with the exception of the textile machinists, who still have a great deal of work, there are very few orders in circulation. Makers of Lancashire boilers and of mechanical stokers are exceedingly slack. Machine tool makers also have begun to feel the pinch, for they depend, of course, on the activity of the engineers. This is the favourable time for Lancashire engineers to pursue their investigation into the question of extending their trade beyond the boundaries of their own country. Canada offers an enormous market for English engineers' goods. Slackness of trade should, in well-organised works, afford some leisure for the principal, and he could not employ that leisure better than investigating the market that Canada offers for English engineers.

———

THE GROWTH OF BRISTOL.

Since the days when the pioneer transatlantic steamships *Great Western* and *Great Britain* sailed from the port of Bristol that city has worthily maintained the tradition of its ancient Society of Merchant Venturers by instituting such progressive improvements in its harbour and dockage facilities as should keep pace with the increasing tonnage of the great ocean freight and passenger carriers. Upon another page extensive allusion is made to the magnificent addition to the Bristol docks which was opened by the King and Queen this month.

Within a fifty-mile radius of the city there exists a population of two and a half millions. The city has excellent railway connections with the great manufacturing centres of England, and passengers are now able to reach London within a couple of hours after landing. The port is directly accessible from the sea, and delays owing to fog and weather conditions are infrequent. As to the excellent facilities for handling the class of freight which is handled in the Anglo-Canadian trade, the chairman of the Montreal Harbour Commission has paid recent testimony, and it is to be hoped that, in the near future, there will be more regular and extensive communication between Bristol and Canadian ports by steamships at least as fast and as well equipped as are those of the Imperial direct West India mail service, which has done so much to advertise the advantages of the port.

———

COST OF THE NEW TRANSCONTINENTAL.

Mr. Borden referred the other day in the Dominion House of Commons to the cost of the Transcontinental Railway. The construction of the Transcontinental from Moncton to Winnipeg, at the estimated cost of $63,427 a mile, as given by the Minister of Railways, is $114,393,765. Allowing five years for construction, there will be an average of 2½ years' simple interest, and the rest at 3½ per cent. per year during construction, or $4,003,781.67 per year for 2½ years, or $10,009,454, making the total cost for the eastern section when completed $124,403,219. To this, Mr. Borden said, must be added seven years' interest at 3 per cent. (not compounded) after completion, during which the Grand Trunk Pacific is to pay no rent—$26,124,676. There also is interest at 3 per cent. for three years additional, during which no rent is collectable unless the earnings are sufficient—$11,196,290, making a grand total of $161,724,185.

The Quebec Bridge cost up to March 1, 1907, was $5,422,238. The estimated cost of completion was placed by the Government itself at $9,000,000, making a total of $14,422,238. As to the mountain section for 839 miles, Mr. Borden said the figures were $61,520,000. Seventy-five per cent. of this is to be guaranteed by the Government for construction. The Government has agreed to pay without recourse the interest on the bonds so guaranteed for seven years, which, at 3½ per cent., amounts to $9,689,000.

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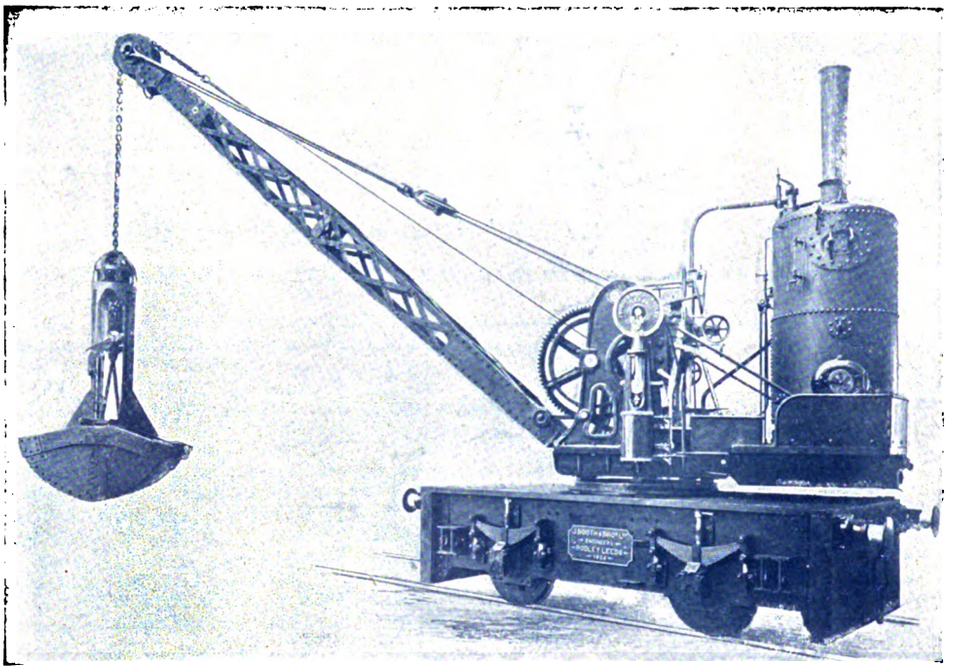

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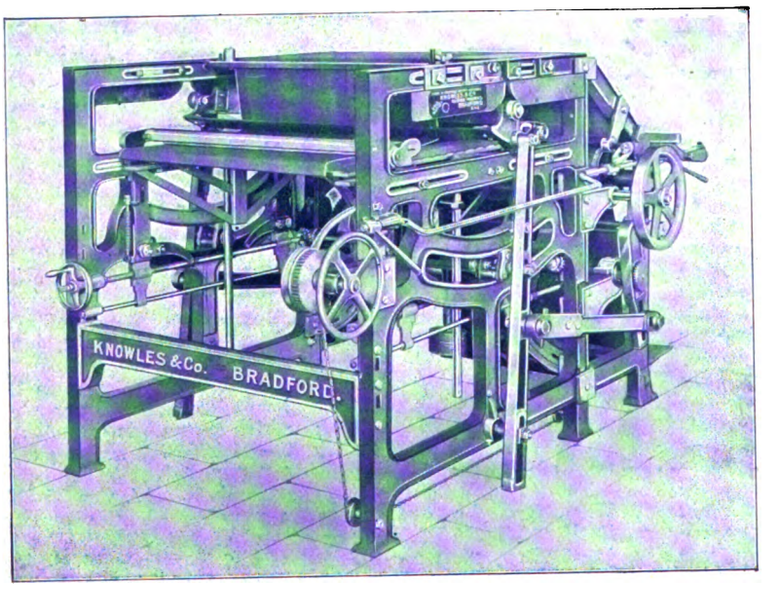

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NOTES OF THE MONTH.

Canada's Mineral Resources. The preoccupation of Canadians with other objects has rather overshadowed of late the enormous importance, and prevented the adequate realisation, of the true value of the deposits of copper, nickel, and silver-nickel cobalt ores of the Dominion. With enormous agricultural areas unsettled, and equally great mineral tracts unexploited, the attitude of the country has been rather one of profligacy toward the wealth already revealed than of wise conservation of the enormous power and large revenue derived from its possession. We have noted more than once in these columns how the timber lands stand in need of protection, and have pointed out particularly that the control of huge limits should not be handed over for a trifle to American corporations, whose only interest would be either to turn the standing timber into money as quickly as possible without regard to the future, or to tie up whole districts from present use. We have drawn attention to the fact that the United States are able to dominate the asbestos markets of the world by reason of the financing of the Quebec deposits by American capitalists. The nickel deposits of the Sudbury district of Ontario are the most important of their kind in the world, being, in fact, the source of supply for the world's markets, but at present their output is controlled to a great extent by companies which are themselves under the direction of, or affiliated to, the International Nickel Corporation. It is therefore with the deepest interest that we read reports of the construction or even the projection of rival smelters with the object of undoing "the powerful monopoly which dominates the nickel situation," and by cheapening nickel to popularise it and permit its entry more largely into the industrial arts. The success of the Canadian Nickel Company and the Mond Nickel Company, who, by their achievements around Sudbury, have turned the losses of their predecessors into profits for themselves, challenge competition, and should stimulate other similar enterprises in Cobalt, the Temagami Reserve, and in North Western Quebec. With these latest discoveries before one's mind the cheapening of the processes of extraction would seem to be a subject that might well occupy the keenest attention of metallurgical experts, so that the possession of the bulk of the world's supply of a metal which is rapidly becoming indispensable will be of commensurate benefit to the Dominion.

* * *

Sudbury Nickel. The original discovery of the value of the Sudbury nickel deposits came apparently by chance, and was mainly owing to the fact that the ores of the North Hastings iron fields contained so much sulphur as to be unmarketable. This naturally deprived the Central Ontario Railway of the main bulk of the tonnage it was principally built to carry, and forced those interested in the road to make a systematic search for other mineral deposits which, under its charter, the railway could own and operate. During 1886 a shipment of some 1,200 tons of ore from Copper Cliff was made to the Oxford Copper Company in New Jersey, and, while making his analysis, the chemist of the company discovered a metal with which he was not familiar. The discovery, after numberless tests, that this was nickel changed the whole situation. It was found that instead of a large copper property an enormous copper and nickel deposit existed, and as the world's output of nickel was then only about 1,000 tons per annum, the question arose as to what could be done with all the nickel that could be produced. Since then this question has been answered by the discovery of the advantages of the alloy which has revolutionised the iron plate industry, and from the deposits of the Sudbury district have sprung all the nickel and nickel-steel industries of the Western Hemisphere, as well as a large proportion of the same industries across the Atlantic.

* * *

Crops and Electricity. In an article on "Electricity in Agriculture," written by Sir Oliver Lodge, which is attracting considerable attention, the author gives details of experiments made with Canadian (Red Fife) wheat, and states that grain grown upon an electrified plot sold at about 7½ per cent higher, several millers finding, in baking tests, that it produced a better baking flour; moreover, the increase in yield was from 29 to 40 per cent. greater. The experiments were made in a wheat field having an area of 18½ acres. Sir Oliver points out that the effect of electricity upon agriculture has been studied since 1746, and it is evident that its use in increasing the yield and improving the quality of certain crops has now been amply proven. The next question for consideration is the cost of such methods, and upon this point Sir Oliver Lodge and his colleagues have not, as yet, supplied any data.

* * *

Mining at Olympia. A reference to the article upon the Mining Exhibition at Olympia which appears in these columns will show that the British firms who are interested in the manufacture of the many kinds of machinery used in mining are there exhibiting their best and latest productions. A visit to Olympia will prove in itself a liberal education in the progress of mining, for one can there contrast the early methods employed with the wonderful variety of modern inventions now in use.

A WRECKED CANADIAN RAILWAY BRIDGE.

The recent subsidence of the embankment separating the Cornwall Canal from the St. Lawrence, near Cornwall, Ont., resulted in navigation of the canal being stopped for some weeks and the destruction of the swing bridge of the Ontario and New York Railway. The illustration shows the ruins of the bridge and the overturned pivot pier, and the breach made by the in-rushing waters in the canal bank.

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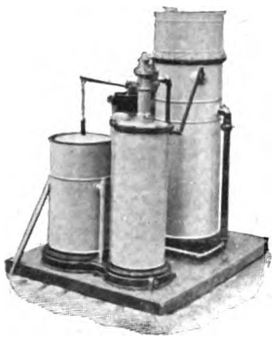

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THE PORT OF BRISTOL:

Its Systematic Growth and Expansion.

DURING the tour of inspection of the principal ports of Europe recently made by Major G. W. Stephens, the president, and Mr. F. W. Cowie, C.E., the engineer, of the Montreal Harbour Commission, they were particularly struck with the dockage facilities and equipment of the port of Bristol, which in the able and elaborate report submitted to the Dominion Government upon their return, is spoken of as occupying "a strategic trade point, which geographically places Bristol in, perhaps, the most advantageous position of any port in the Kingdom. Trade routes leading to Canadian (and American) ports are shorter than from London or Liverpool, while at the same time the rail haul to the centre of the Birmingham district and South Wales is thirty-five miles nearer the former and 141 miles nearer the latter than Liverpool. Within a radius of 100 miles there is a population of 9,500,000, and London is only two hours away. The new dock extension at Avonmouth, which is not surpassed in design and construction by any in the Kingdom, will afford advantages which cannot fail to attract shipping and through traffic."

MR. F. B. GIRDLESTONE.

Within the last month the King and Queen have paid a visit to the port, so intimately associated with the names of John and Sebastian Cabot, to open another extension, which brings the total area devoted to the accommodation of vessels within the control of the port authorities up to 146 acres, or more than that of the celebrated Bute Docks at Cardiff.

The Royal Edward Dock, the latest addition to the important Bristol Channel port, comprises a sheet of water at the mouth of the Avon 30 acres in extent, with an entrance lock 875 ft. x 100 ft., and a depth over sill of 46 ft.; the basin, which is entered from the lock, is 1,000 ft. x 1,120 ft. The dimensions are such that one of the new Cunarders, the *Lusitania* or the *Mauretania*, would have plenty of room between the gates of the entrance lock; in the basin she would have space enough to swing in preparation for the outward voyage; while in the graving dock her hull, or the hull of the largest battleship in the King's Navy, could be examined and repairs executed. The construction of this new dock has involved an expenditure of £2,500,000, and altogether the capital raised since 1848 to bring the port up to its present efficiency has been over £6,000,000, involving earnings of something like £100,000 per annum to pay the interest charges.

Now that the development of the port of Montreal is likely to be carried out with systematic enterprise, it may interest readers of *CANADA* to describe in detail the equipment which has been installed in the newest of the great English docks. On the eastern side of the dock are two transit sheds, each 500 ft. long. They are two-storied buildings of reinforced ferro-concrete, each having six electric cranes working from the flat roof. The cranes lift 1½ tons apiece. Farther back from the wharf on this east side is a granary constructed of ferro-concrete, capable of containing fifty thousand quarters of grain, the greater portion being stored in silos, and the remainder on floors. Conveyor belts in an underground passage make connection with the wharf, and on arriving at the granary, the grain is automatically weighed before being lifted by elevators to the top floor and distributed by a system of conveyors to the desired part of the building. Electrical power has been adopted for this plant also.

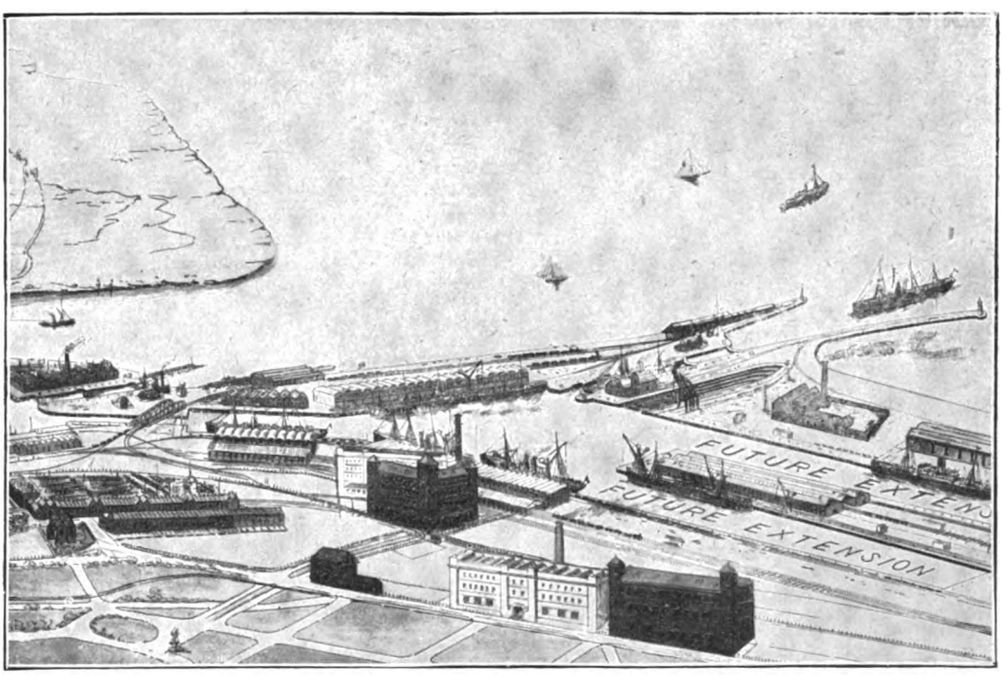
On the south side of the dock is another large shed, and in its vicinity several more electrical cranes lifting 1½ tons and 3 tons, and two which will each deal with a 10-ton load. Cattle lairs, cooled meat rooms, cold stores, and other accommodation in the vicinity of the older docks will, of course, be available, both docks being worked as one.

Apart from the magnitude of this latest enterprise, Bristol has been consistent in extending its dockage facilities ever since the warning given by the introduction of iron steamships. The original city dock had locks only 190 ft. long and 45 ft. wide, but it was into an improved Bristol harbour that the *Great Western* was launched—the first regular transatlantic liner built. At Portishead there are docks having an area of 12 acres, with extensive shed accommodation, a granary for 60,000 quarters, with elevating machinery and other facilities. The length of the entrance lock is 444 ft.; the depth of water on the sill varies from 24 to 34 ft. at neap tides and spring tides respectively. Recently, in addition to the accommodation which the undertaking afforded on its acquisition by the city, a fine wharf has been constructed in the dock for the accommodation of timber-laden vessels, together with sheds and stacking grounds and railway lines. The travelling cranes, railway lines, and general arrangement of this timber wharf won the enthusiastic approval of the large gathering of timber merchants who inspected the wharf at its opening a few years ago.

A later enterprise was the construction of the dock at Avonmouth, which has been used by many steamers of the Dominion, C.P.R., and other transatlantic liners. This dock at Avonmouth is 19 acres in extent, has 1,600 yards of wharfage, about 20 acres of shed accommodation, a granary fitted with electric elevators and conveying belts. It has hydraulic cranes, a floating pontoon dock, and excellent cold stores alongside from the vessel. The length of the entrance lock is 485 ft., and the depth of water on the sill varies from 28 ft. at neap tides to 38 ft. at spring tides. Railways are carried to the wharves, and much business despatched straight from the ship's side to its destination. Fruit stores and a passenger station have been built in connection with the Imperial Direct West India Mail Service. A large number of cranes have been provided, including a large crane for shipping coal. The dock has been lighted by electricity. Avonmouth has also an important foreign animals' wharf for the importation of cattle from the United States and Canada, in connection with which there are lairs, slaughter-houses, and cold storage rooms of the most modern description.

Another feature of the trade of Avonmouth is the provision for landing and storing petroleum. Tank steamers bringing 4,000 or 5,000 tons of oil are berthed in the dock, and, by means of pipes laid underground, pump the oil direct into large cylindrical covered reservoirs situated outside the dock premises.

In the report made by the president of the Montreal Harbour Commission are given the following tables of charges as they affect the shipowner and the shipper, calculated in Canadian coinage. The charges against the ship consist of tonnage dues on vessels entering the port, and range from 25 to 26 cents per registered ton for vessels trading with foreign ports, including the Mediterranean Sea, to 10 to 18 cents per registered ton from other European ports. Vessels using the transit sheds pay 2 cents per ton of cargo intended to be discharged additional, and in addition any vessel remaining in the docks longer than one lunar month pays 2 cents per registered ton per week for the first month, and 4 cents per registered ton for every week thereafter.



THE NEW ROYAL EDWARD DOCK AT BRISTOL.
The Avonmouth Dock communication is shown on the left of the picture. We are indebted to *Syren and Shipping* for our illustration.

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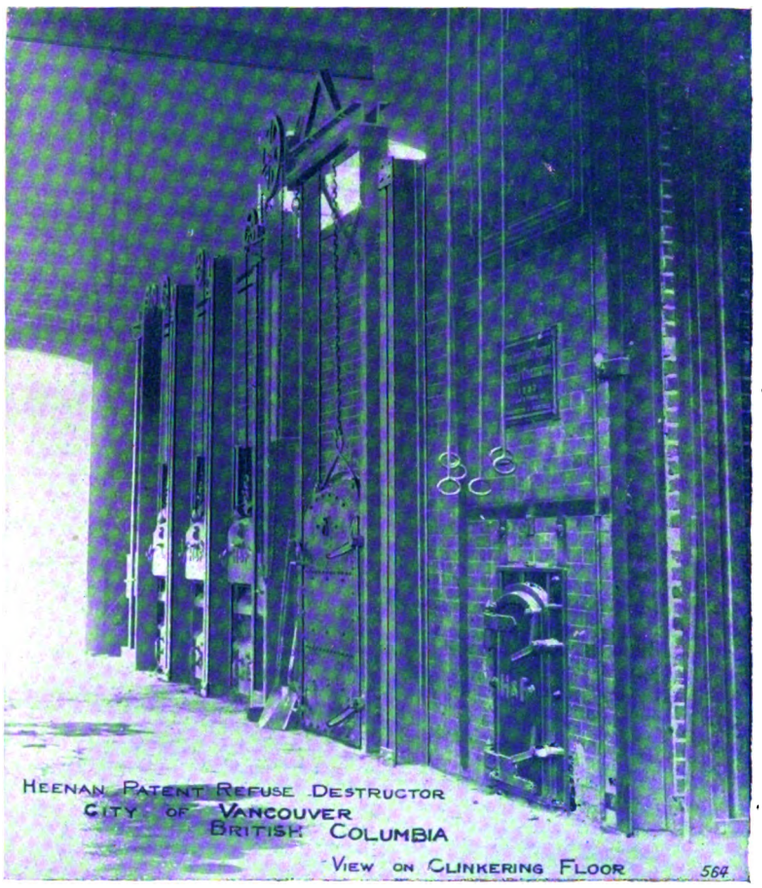

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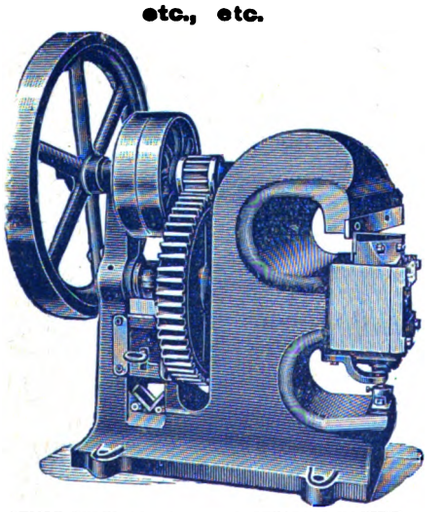

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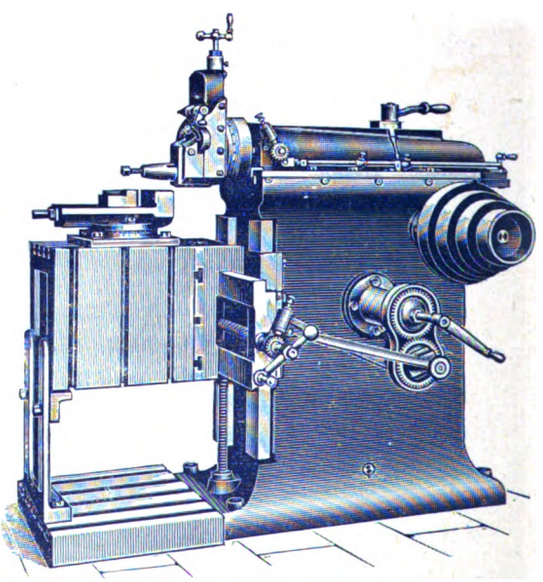

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With the few exceptions pointed out in the tariff, dues on goods are payable according to the two following classifications:—

Class I.—All articles of foreign growth or importation direct from foreign or brought coastwise.

Class II.—All articles of British origin or manufacture brought coastwise.

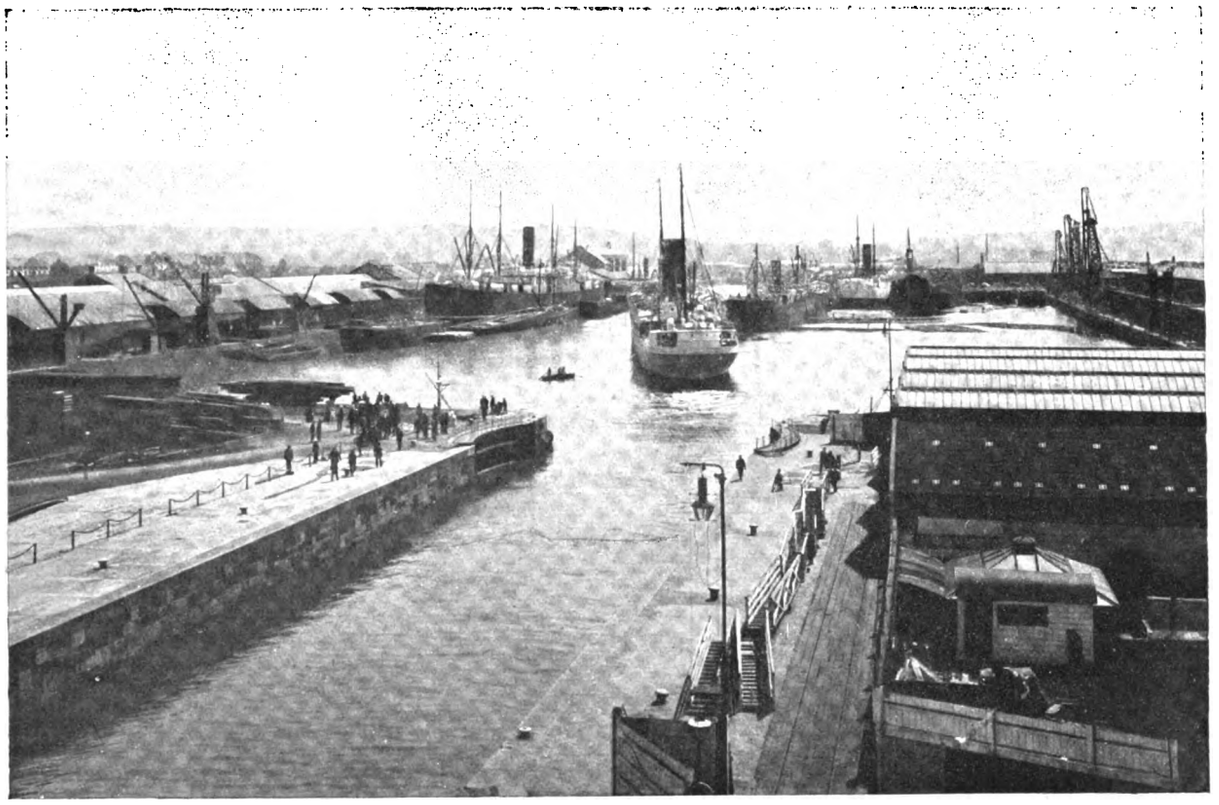
And range from 2 cents per ton to $1 per ton.

Outward rates as per tariff are separated into foreign and coastwise, and vary from 2 cents to 30 cents per ton.

The charges on the ship are payable on entry within the port: on goods inwards before the landing thereof, and on goods outward before the shipment.

It is impossible to specify all those who have shared in this great evolution of the port of Bristol. The City Council delegate the administrative responsibility to a committee formed of Aldermen and elected Councillors. Mr. F. B. Girdlestone has been secretary of the committee since 1875, and general manager since 1884. The engineer first appointed to give his full time to the service of the committee was Mr. Thomas Howard, from 1855 to 1882. He was succeeded by Mr. John Ward Girdlestone, 1882 to 1890; Mr. J. M. McCurrich, 1890 to 1899; and Mr. W. W. Squire, 1899 to the present time.

In connection with the Royal Edward Dock works, Sir John Wolfe Barry and Mr. Brereton, the late Sir Benjamin Baker and Mr. Hurtzig, have acted as consulting engineers. The contractors for the masonry and excavation, transit sheds and granary, and railway diversions were Messrs John Aird and Co.; for the lock gates and machinery, Messrs. Sir W. G. Armstrong, Whitworth and Co.; for other hydraulic machinery, Messrs. Tannett, Walker and Co., Messrs. C. and A. Musker, and Messrs. Carrick-and Wardale; for caissons and bridges, Messrs. The Motherwell Bridge Co., and Messrs. Alex. Findlay and Co.; for grain-conveying machinery, the New Conveyor Co.; for electric cranes and capstans, Messrs. Higginbottom and Mannock, and Messrs. Stothert and Pitt; for lighthouse work, Messrs. Chance Bros.; for exchange sidings, Messrs. T. B. Cooper and Co.



THE LOCK AND DOCK AT AVONMOUTH.

THE CORNWALL CANAL.

The Cornwall Canal, which has been brought into prominence lately by a break in its banks, is an old work, though half a century before it was begun the canals at the Coteau and the Cascades were built. The construction of the latter was carried out under Haldimand between 1779 and 1783, and was the work of the Royal Engineers, says a writer in the Toronto *Mail and Empire*. Earlier, too, than the Cornwall was the Lachine Canal, which was completed in 1825. In its original form the Cornwall Canal was partly the work of Upper Canada and partly the work of the Province of Canada. It was begun in 1834. Construction was stopped by the rebellion of 1837, as was construction on the Trent Valley Canal. When Upper and Lower Canada were made one by the Act of Union in 1841 the work was resumed, and the Cornwall Canal was finished as a Province of Canada enterprise in 1843. If it was younger than the Lachine Canal it was also in the progressive sense of the word more modern. It was a great canal by comparison even with the Welland. Its locks were 200 ft. long by 55 ft. wide in the chambers, and it gave a clear channel 9 ft. in depth.

The canal, by which the rapids of the Long Sault are passed, is eleven miles long. Originally it was half a mile longer. It is now 164 ft. wide, whereas originally it was 150 ft. wide. The locks were formerly seven in number. They are now six. The lockage—that is, the difference in level between the upper and the lower end of the canal, is, of course, the same, namely, 48 ft. In that eleven miles the water falls just 48 ft., but the rock channel makes the Long Sault one of the most formidable of the obstacles to navigation the engineer had to overcome. Upwards of $8,000,000 has been expended on the Cornwall Canal. Maintenance charges are considerable, and as canal tolls are abolished these charges have to be paid by the Government out of revenue derived from other sources.

The total trade of Canada for the first quarter of the fiscal year amounted to £22,974,193, being a decrease of £7,053,924, as compared with the corresponding period of last year. Imports totalled £13,784,221, a decrease of £5,865,001; whilst the total Customs revenue amounted to £2,127,659, showing a falling off to the extent of £846,393.

AN EFFICIENT STREET-CAR LIFEGUARD.

The efficiency of Messrs. Hudson and Bowring's patent Universal Lifeguard for street cars has again been proved by the saving of the lives of two Manchester children. The little ones, one of whom was three years and the other four years of age, ran across the road in front of a car on the Stockport Road at Levenshulme. Although the driver did his best to pull up, the children were knocked down by the car, and but for the "H.B." Universal Lifeguard, which swept them clear of the wheels, would have been fearfully injured, if not killed. As it was, neither of them was hurt. This is the second time one of these children has been saved by the "H.B." Universal Lifeguard.

MOTOR CARS IN CANADA.

The heavy duty of 35 per cent. charged on automobiles imported into Canada has turned the attention of a number of firms to the possibilities existing in the erection of factories in the Canadian West for the manufacture of cars for the western market. Amongst the firms at present engaged in the automobile industry in Canada are: The McLaughlin Motor Car Co., of Oshawa, Ontario; the Ford Motor Car Co., of Walkerville, Ontario; the Chatham Motor Co., of Chatham, Ontario; the Boyce Carriage Co., of Winnipeg, Manitoba, and the Canadian Cycle and Motor Co., of Toronto, Ontario.

We have received a neat and rather novel little wall calendar issued by Messrs. W. T. Glover and Co., Ltd., of Manchester. Every sheet of this calendar bears either a quotation of some length from a recognised engineering authority, each dealing with some particular branch of electrical engineering applicable to their business, or else an illustration having the same object. The calendar should prove a valuable advertisement for the firm.

The Hon Adam Beck, who was present at the International Horse Show held in London, says that Canada could creditably compete both in horses and horsemanship. Negotiations will probably be opened with the Canadian Government in order to secure a contingent of officers and horses with the exhibit of other horses for 1909.

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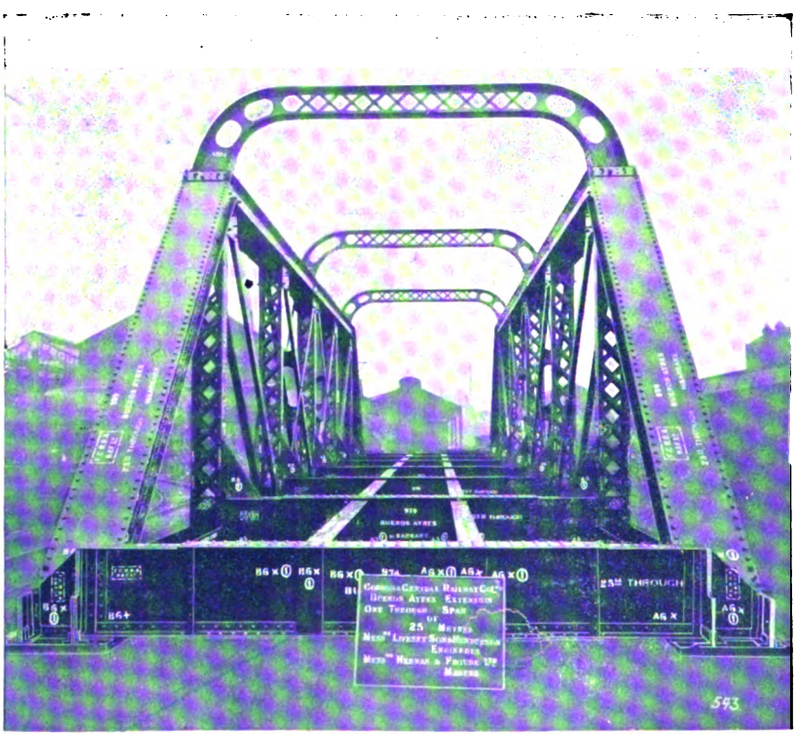

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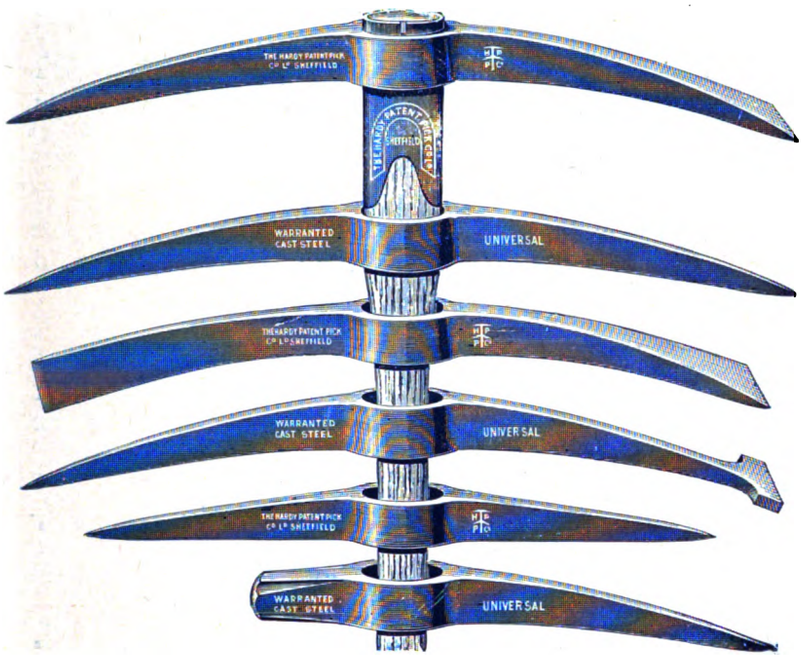
SOME IMPORTANT SHEFFIELD MANUFACTURES.

The Products of the Hardy Patent Pick Co., Limited.

FEW firms engaged in the steel industry of Sheffield have greater claim upon the Canadian markets than the Hardy Patent Pick Company, Ltd., whose extensive works at Heeley form a prominent landmark to the visitor entering the city of Sheffield by rail. Producing, as they do, the hundred and one requisites for rock drilling, mining, and blasting work, operations that are continually in progress in every

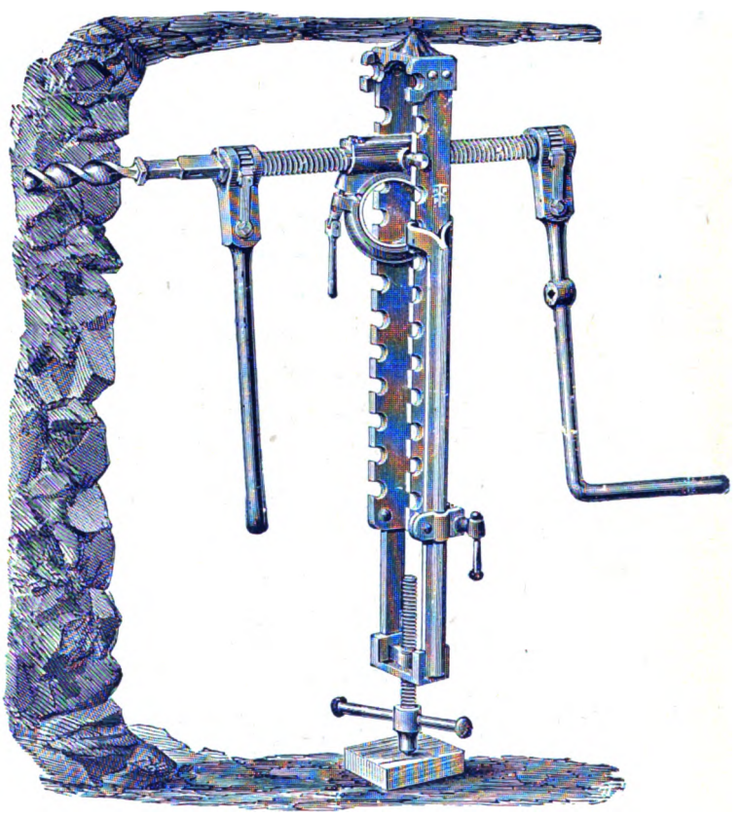


HARDY'S "UNIVERSAL" PICKS.

quarter of the globe, it is not surprising that the firm's name is a familiar one in every important market. Originally started for the production of the now famous Hardy patent interchangeable pick, the productions of the concern have become so numerous as to render an adequate catalogue a matter of considerable magnitude. The firm originated with an American gentleman, named Hardy, who, thirty years ago, arrived in England with the object of exploiting a patent pick, the advantage of which was that the shaft could be fitted to any number, shape, or size of head, so that a miner, instead of having to take with him into the pit a burden of several tools, could complete picks of the size required, from a selection of interchangeable heads, which were easily carried. During the voyage across the Atlantic Mr. Hardy fell in with a Mr. Stayner, a Canadian, himself interested in mining tools, and the two became so intimate that a partnership resulted, and both men, then young, decided straight away to settle down in Sheffield. Shortly after arriving in the city they took the Old Stable Works, premises long since demolished, which have been the birthplace of many an old and prosperous steel concern of to-day. It was about the year 1876 that Messrs. Hardy and Stayner, assisted by three workmen, first placed their goods upon the market, and the excellent quality of the tools and the fine finish imparted to them secured for them a prominent place in the lighter industries of the British steel centre. At first, truth to tell, the two young pioneers met but little encouragement from British manufacturers and capitalists. Nothing daunted, however, they continued to produce, by the very best workmanship, and from the finest material, tools and implements that won a valuable market among colliery owners and others. Now, after years of practical experience and severe testing their picks are, as stated in their latest catalogue, ' almost exclusively used in the mines throughout Great Britain and the Colonies. It is just that the word "Pick" should remain an important feature of the firm's name, for, although the productions of the concern now embrace everything, from shovels to gold-washing machinery, the name will ever be a reminder of the success achieved from so small a beginning.

The extensive works at Heeley are the outcome of a gradual and steady progress and development, extending over many years. At the present moment some 800 persons are employed in the various departments, and the modern methods employed in the manufacture of various kinds ofmining tools and machinery have reached such high-water mark as to render them almost impossible of improvement. A tour round the works was a privilege accorded a representative of *CANADA*, and proved as educative as it was interesting.

Naturally, from the nature of their productions, Canada is a very important market of the firm Few departments do not cater in some degree for the various branches of industry of the Dominion. Canada being well able to supply her own wants in all industries where wood is the chief material used, the Hardy Patent Pick Company, Ltd., do not, of course, export to her anything but the actual picks themselves. Nevertheless, the firm have a thoroughly equipped handle-making shop for manufacturing handles to the picks, shovels, spades, etc., which are sent to other less favoured markets. This shop is equipped with saw benches, lathes, and bending machinery capable of producing handles of various types. Grinding shops close by contain stones and belting frames for grinding and glazing all descriptions of shovels, hoes, and hammers, and the warehouses are stocked with all varieties of agricultural forks, axes, rock-boring machines for hand and power, and similar implements. The productions of the firm open up a wide field for the energy and enterprise of up-to-date retailers, not only in this country, but throughout those colonies where mining operations are in progress, and many orders that have hitherto passed through other channels would be secured by them if they made themselves acquainted with the many advantages of modern engineering appliances and displayed more the labour-saving contrivances and special tools produced by such an excellently equipped firm as the one under notice. A glance into the tool shops and forges, one of the most prominent features of the undertaking, is almost bewildering, on account of the great variety of productions. Here are made the firm's famous coal, stone, and hard rock-boring twist drills and cutting machines. Large consignments of these productions are despatched to Canada, where they are distributed in Cobalt, and that new and fast developing market, Cape Breton. Further along on the same floor are found the shops where are made the famous Hardy simplex patent air-driven hammer drills for sinking operations, whose labour-saving qualities have rendered them indispensable in all sinking undertakings the world over. In close proximity are stocked every conceivable kind of edge tool, spades, shovels, forks, and the famous picks. Size, weight, shape, rigidity, and portability alike, receive the most careful attention in this department, and the merits of each are discussed and decided upon before putting the tool to its allotted task. "Where do they all go to?" is the first question that enters the mind of the casual visitor, whose eye is caught by the huge number of picks and edge tools which are here rolled, stamped, drawn out, socketted, and shafted at bewildering speed. The answer to the question is easy when one realises the vast demand which has been brought into existence for the famous productions of the firm. All around one sees stacks of steel bars representing hundreds of tons of the metal, awaiting transformation into various tools and implements. Here are the finished products, having been minutely examined and inspected at various stages of the process of manufacture, from the steel bar to the complete tool. This one, a fine cut drill. like thousands of its kind, is intended for use by the Kaffirs of South Africa; this is for the gold seekers of Klondike, others are for coal cutting



ONE OF HARDY'S PATENT HAND-BORING MACHINES.

and rock boring in Canada, each adapted to the special need of the country, and each peculiar to some particular branch of industry. As the result of extensive pioneer work by experts whose object was solely to find out what tools were in use in even the most primitive state, these tools are being reproduced in steel, and so improved upon until the user's education is complete, and he now finds himself handling a tool, which, while retaining all the peculiari-

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Glovers' have executed hundreds of main laying contracts, three of which (Johannesburg, Salford and Manchester) together amounted to approximately 2½ million dollars.

Mining Cables.

Glovers' have had exceptional experience with Mining Work, and have amply provided against the special conditions of wear and tear and chemical action to be met with.

Awkward-Conditions-Resisting Cables.

Glovers' protect their cables according to special requirements against the effects of heat, damp, acid, fumes and mechanical damage to be met with in factories, mines and chemical works.

CABLES insulated with Paper, Vulcanised Bitumen or Rubber for any Working Pressure.

W. T. GLOVER & CO., Ltd., Manchester, ENG.

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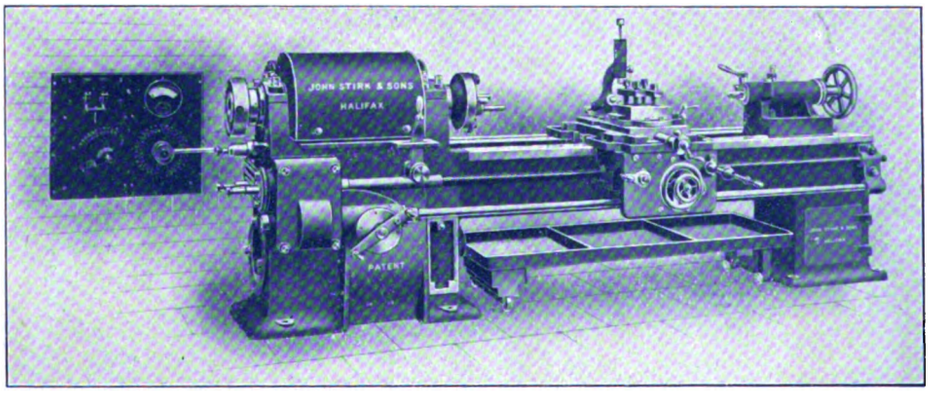
JOHN STIRK & SONS, HALIFAX, ENG.

(Established 1866.)

HIGH CLASS MACHINE TOOLS.

TOOLS OF ALL KINDS.



This Lathe will remove Material at the Rate of 900 lbs. per hour.

Specialists in Electrically Driven Tools.

ANY WEIGHT UP TO 100 TONS.

ILLUSTRATION SHOWS OUR 8½" PATENT ELECTRICALLY DRIVEN HIGH-SPEED HEAVY DUTY LATHE. ALL-GEAR HEADSTOCK. CHANGES OPERATED BY ONE HANDLE.

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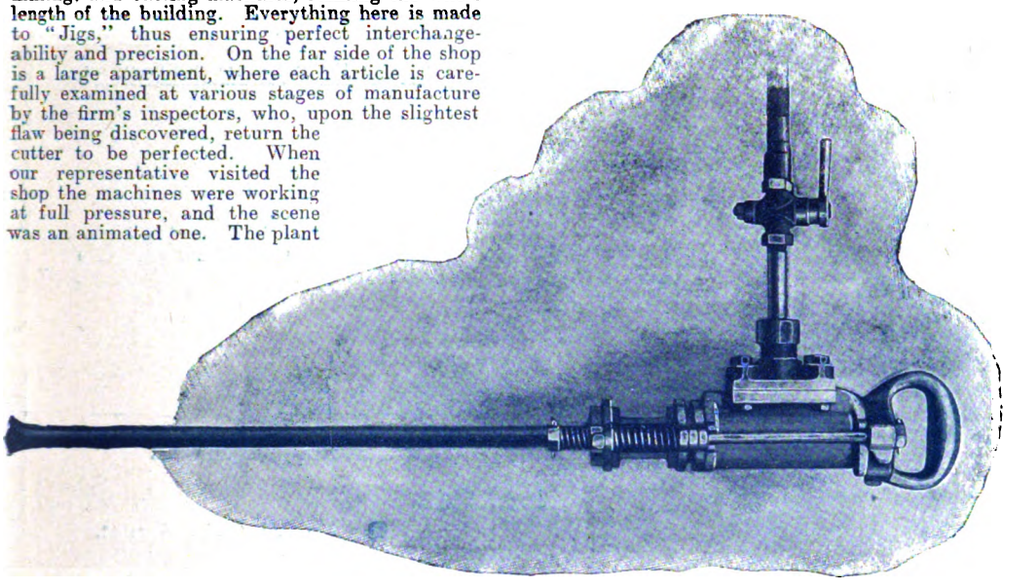
ties he desires, is infinitely superior to anything he has used before. Our representative had a practical illustration of the boring power of one of the Hardy Simplex compressed air-driven hammer drills. The material operated upon was a huge piece of hard grit stone, ten and a half inches deep. A drill driven by compressed air pierced this block in clearly cut holes in the remarkable time of a little less than 50 seconds, the revolutions of the drill being at the rate of 120 per minute, and the "blows" at the rate of between 1,600 and 1,800 per minute. At the close of the test the tool itself was perfectly cool, this being brought about by an ingenious device whereby air is allowed to pass through the whole length of the drill up to the tip. The company are pardonably proud of their boast that there has been no material yet found on earth that they cannot bore, either by hand power or electric, steam, or compressed air machinery.

A handsome shop is the new, large well-lighted building, only opened about a couple of months ago, where are made the Little Hardy coal cutters, which have earned for themselves an enviable reputation. This shop, which stands away from the main works, measures 300ft. by 90ft., and contains four rows of lathes, boring, milling, and cutting machines, running the whole length of the building. Everything here is made to "Jigs," thus ensuring perfect interchangeability and precision. On the far side of the shop is a large apartment, where each article is carefully examined at various stages of manufacture by the firm's inspectors, who, upon the slightest flaw being discovered, return the cutter to be perfected. When our representative visited the shop the machines were working at full pressure, and the scene was an animated one. The plant required to obtain the necessary power to work the extensive machinery used at the Heeley Works is in itself a unique feature. In separate premises are accommodated important gas-producing plant, by Dowson's Economic Gas Company, having a capacity of from 700 to 800 horse-power. An important department also is that where gold-washing machinery is produced and subsequently distributed amongst most of the gold mines of the world. British Columbia is an important market for this class of the firm's productions. In the same department is made the firm's famous "Devil" grinding machine. One does not put anything in this machine which one wants to see again. Almost anything can be ground in the "Devil" disintegrator, whether the substance be animal, vegetable, or mineral. The only exception to this rule is metal, hard rocks, etc., all other matter being treated with little ceremony. Machinery for crushing bone for manure and general agricultural land-fertilising purposes is produced by the Hardy Patent Pick Company in large bulk and shipped to all parts of the world.



THE PATENT "HARDY SIMPLEX" AIR-DRIVEN ROTARY HAMMER DRILL.

Further along, in an abutting shop, is produced another machine, the Hardy Multiple Disintegrator, which can crush anything to a fine powder. We have already referred to the unique reputation the firm's picks have gained among colliery owners throughout Great Britain and the Colonies, and even this reputation is being rapidly eclipsed by their famous coal-washing machinery for screening coal. It is perhaps to this department that more real ingenuity and expert thought has been given than any other branch. It is here that huge coal plants for screening the mineral, picking and conveying coal, and other handling machinery of various descriptions are manufactured, the output per annum reaching a considerable average. The "Little Hardy" coal-cutter, which the firm placed on the market some five or six years ago, has had a unique reception amongst colliery owners in all parts, many advantageous features not being found in the ordinary type of machine used for the same purpose. This has most effectively increased its popularity, and has tended to keep the device well under the notice of colliery proprietors.

At times such as the present, when the steel industry of Sheffield has been undergoing a period of depression due to various causes, one might be pardoned for a little pessimism as to the commercial outlook in the face of keen foreign competition, but an excellent tonic is derived from a visit to one or other of the great engineering works of the city. A feeling of security is immediately imparted by the glaring furnaces and buzz of activity, such as is seen on a visit to Hardy's Works at Heeley.

The Mining Exhibition at Olympia.

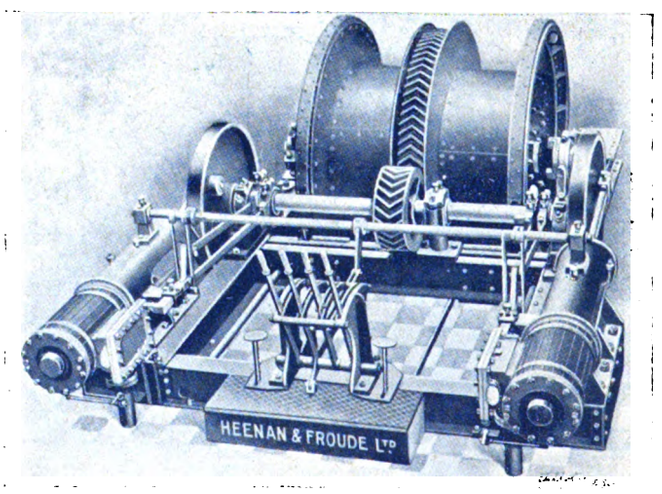
IMPORTANT BRITISH EXHIBITORS.

The Mining Exhibition now being held at Olympia, London, and which remains open until July 31, has brought together an interesting and representative display of mining machinery and appliances. There are over eighty exhibitors, and it is claimed by the promoters that the present is the most complete exhibition of this nature ever held. Every stage of mining operations is covered, the exhibits including coal-cutting machines, air-compressors, drill, ventilating and pumping plant, hauling machinery and winding engines, wire ropes, conveyors, screening machinery, grinding and crushing machines, disintegrators, pulverizers, etc.

Messrs. Edgar Allen and Co., Ltd., of Sheffield, are represented by crushers, conveyors, automatic fillers, etc. The "Ferraris" patent ball mill, of which this firm are the sole makers for the United Kingdom and British possessions, is specially adapted for grinding various kinds of ores into a fairly fine powder. The machine consists of a drum supported on four carrier wheels which are driven by suitable mechanism. The drum is divided by an annular perforated partition into two compartments, one for crushing, the other for screening. The material to be crushed is fed into the central opening in the crushing compartment, and reduced by steel balls to such a size as will pass through the annular partition into the screening chamber. Messrs. Allen are also displaying their patent imperial automatic dust-proof measurer. The advantages of this machine are claimed to be that it is adjustable to varying weights of material; it records each charge; the balance valves are easy to work, and it is perfectly dust proof.

Messrs. Heenan and Froude, Ltd., Worcester, are showing their "Heenan" mine ventilating fan. The fan, which is fitted with Evan chimney and arranged for belt-drive, is capable of discharging 40,000 cubic feet of air per minute when running at 340 revolutions and maintaining a water gauge of 3 ins. of water. This fan may be driven either by direct coupling to motor, or by belt. A 24 ins. diameter hand-power chain-driven "Schiele" fan is also on view. This is suitable for heading out, sinking, and local ventilation purposes, and is capable of discharging 6,000 cubic ft. of air when turned by one man, and 1,100 cubic feet of air with two men at the wheel. Other fans are shown, also a 6¼ by 5 ins. Worcester high-speed forced lubricating engine, fitted with Pickering governors, 5 ft. lubricators, and capable of developing 22 h.p. when running at 460 revolutions, and supplied with steam at 100 lb. pressure, designed for direct coupling to fans, etc., where continuous running is required and unfavourable conditions are to be met with.

The Capell Fan Co., Newcastle-on-Tyne, are showing the Capell



ONE OF MESSRS. HEENAN & FROUDE'S STEAM-DRIVEN HAULAGE GEARS.

patent mine fan; a model of their patent duplicate system of mine fans; a fan for "in bye" use with compressed air-motor; and hand fans.

Messrs. Hadfield's Steel Foundry Co., Ltd., of Sheffield, have a varied display of colliery requisites and crushing plants, including their patent gyratory rock and ore breaker; jaw-type store crusher;

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METALLIC PACKING FOR HIGH SPEED ENGINES

ASK YOUR ENGINE-BUILDER'S OPINION.

OVER **18,000** SETS SUPPLIED.

The Combination Metallic Packing Co., Ltd.,
GATESHEAD-ON-TYNE.

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WM. PARK & CO.

CLARINGTON FORGE
WIGAN ENGLAND

MANUFACTURERS AND SPECIALISTS

ALL BRITISH LINES.

Established 1787

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small crushing mill; haulage rollers, pulleys, wheels, etc. There is also a large selection of "Era" manganese steel jaws, cheek plates, toggle plates, plain and toothed rolls, mantles and concaves for gyratory crushers, balls, and other castings of Hadfield's special steels for crushing machinery of all types.

Messrs. Fraser and Chalmers, Ltd., London, exhibit a model of Robin's patent belt conveyors, size 40 feet by 8 feet, consisting of two 16-in. belts; also a continuous weighing machine for loose material, combined with Robin's conveyors; a Barry's patent "non-breakage" bucket; model of Nelson's automatic feeder; and model of a stamping box.

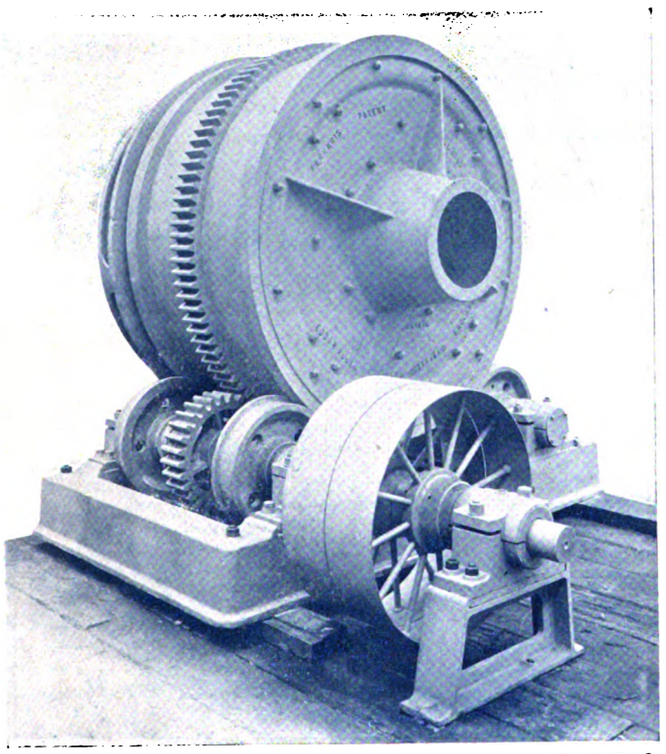
Messrs. R. H. Longbotham and Co., Ltd., Wakefield, have on view a complete coal-screening plant in motion, worked with a 60-h.p. motor; a portable haulage gear in motion, a pair of 6 ins. by 10 ins. engines as a small auxiliary haulage; elevators; and the Ackroyd and Buckley patent steam superheater, a new form of superheater recently placed on the market.

Messrs. Head, Wrightson and Co., Ltd., Thornaby-on-Tees, show their "Marcus" propulsion conveyor, which it is claimed will convey materials any distance with unlimited capacity. The "Marcus" system of screening, picking, and conveying coal and other materials is illustrated by two machines in actual operation.

The Farnley Iron Co., Ltd., Leeds, are represented by specimens of iron bars and plates of various sizes, hooks, shackles, and other mining appurtenances.

Messrs. George Cradock and Co., Wakefield, are showing wire-ropes of all kinds for mining cable tramways, aerial ropeways, blondins, transmission of power, suspension bridges, steam ploughing, traction engines, etc. Specimens of their "Nuflex" non-rotating and "Lock Coil" wire ropes. The "Nuflex," it is claimed, has the advantage of being free from spin, and has given excellent results for crane and elevator purposes. "Lock Coil" wire rope is very flexible and of special utility where non-rotating qualities are desirable. Messrs. Cradock are also showing their special rope composition, which is very effective in hot up-cast shafts, or where there is bad water or moisture.

Messrs. Bullivant and Co., Ltd., London, have also an attractive display of wire ropes, including an aerial ropeway, plant, and a model of a "Blondin" type of aerial ropeway. A rotary wheel, containing sixteen different makes of their ropes, manufactured by special process, is also on view. A useful machine made by Messrs. Bullivant is their wire-rope cutting machine (Selby's patent), specially suitable for use in collieries and mines. Another type of this machine is a submarine cutter, for cutting wire-rope or chain under



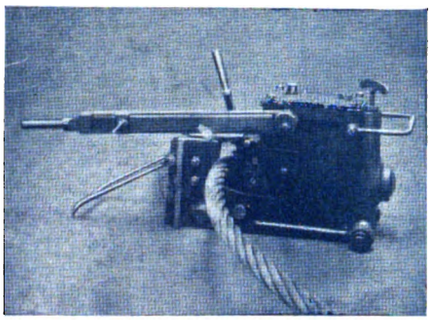
"FERRARIS" PATENT BALL MILL, MADE BY MESSRS. EDGAR ALLEN AND CO.

water, which can be operated from a convenient distance from the actual cutter.

The Hardy Patent Pick Co., Ltd., Sheffield, are showing samples of their drills, cutters, grinders, etc. The patent "Hardy Simplex" drill consists of a cylinder in which is caused to reciprocate, by compressed air, a hardened steel hammer, or piston. This latter strikes on the steel or drilling tool some 1,500 to 2,000 times per minute. The "Little Hardy" stoping drill, reciprocating piston type on tripod, is also being shown. Four "Little Hardy" coal-cutting machines, for undercutting and shearing, and a puncher for pillar and stall work and longwall work, are on view.

Messrs. Stewarts and Lloyds, Ltd., Glasgow, are represented by exhibits of wrought iron and steel tubes and connections. A model showing an up-to-date power plant, consisting of a Lancashire boiler, superheater, and high-pressure engine and valves, with complete steam pipe arrangement. The 18 in. tube on the left hand side of the stand is of lapwelded wrought steel. It is fitted with 18 in. and 8 in. branches, an 8 in. pocket, and a 1 in. drain boss electrically welded on.

Messrs. Ernest Scott and Mountain, Ltd., Gateshead-on-Tyne, are exhibiting a three-phase alternating current electric generator; a double-drum electrically driven winding gear; a 5-10 h.p. portable main rope haulage gear; a three-throw horizontal mining pump; a vertical electric centrifugal pump, etc. The winding gear is designed for lifting an out-of-balance load of a ton from a shaft 500 feet deep at a speed of 350 feet per minute.



A WIRE ROPE-CUTTING MACHINE, MADE BY MESSRS. BULLIVANT AND CO., LTD.

Messrs. Ackroyd and Best, Ltd., Morley, are exhibiting their miners' safety lamps and appliances. These lamps are all fitted with electric igniting, automatic locking and magnetic unlocking arrangements.

Messrs. Siebe, Gorman and Co., Ltd., London, display their rescue apparatus for mines. The type of rescue apparatus shown is the improved Fleuss, made under the Fleuss, Hill, and Davis patents. On this stand is erected an air-tight room filled with smoke or sulphur fumes, in which a man wearing the apparatus can be seen at work.

The Diamond Coal Cutter Co., Wakefield, are showing their "Diamond" Longwall disc and chain coal cutters, and the "Blackett" coal-face conveyor.

Messrs. Price's Patent Candle Co., Ltd., London, have on view samples of lubricants, liquid and solid, suitable for every kind of engine, machinery and tool.

Messrs. Galloways, Ltd., Manchester, are showing a patent "Galloway" flue for 7 ft. diameter cylindrical internally fixed boiler, containing fifteen patent cone tubes; two wrought steel steam superheaters; steam boiler fittings; and a model of a "Galloway" boiler.

Messrs. William Firth, Ltd., have a complete system of steel supports in substitution of timbering in mines, illustrated by a full-sized model of an underground railway. Samples of iron and steel for mining work are also shown.

Messrs. Berry, Skinner, and Co., London, show their patent fool-proof mining switchgear.

CANADIAN ICE-CRUSHERS.

"Would it be better to have a Government vessel built by an experienced English firm, than trying the experiment of doing it in the Canadian Government yard at Sorel?" This is the problem put by a gentleman prominent in Montreal shipping circles upon an article entitled "British Ice-Crushers for Canada," which recently appeared in the *Marine Review*, a journal published in the United States, which professes great sympathy with the Canadian shipbuilder for the "rank injustice" done him by his own Government when it places orders abroad "for work that, by every right, belongs to him." This American journal, which is so suspiciously sympathetic with the Canadian shipbuilder, adds the astonishing remark that "the question of cost has no bearing upon the case whatever." This is Protection policy with a vengeance, and evidently does not appeal to Sir Wilfrid Laurier and his Minister of Finance as it has in the allotment of some recent municipal contracts. Mr. Fielding recently defended the Montreal Harbour Commissioners for placing a large order in Belgium for cement upon the ground that, "as business men, they bought in the cheapest market." In the case of such specially designed vessels as "ice crushers" something more is involved than the question of expense, for there are few firms, even in Europe, which undertake their construction. The day will doubtless arrive when Canada, like the United States, will build her own Navy, and even such special types of vessel as the ice-breaker and the submarine. The extent and capacity of the existing Government docks and shipbuilding plant at Sorel, on the river St. Lawrence, has surprised visiting British Naval officers, shipbuilders, and manufacturers. For the present, however, the ambition of most Canadians does not aspire to such heights. What cannot be built or manufactured in Canada at something like the same price he is prepared to buy abroad, and if abroad, from the United Kingdom in preference. Sometimes the British manufacturer fails to benefit from this feeling through his own neglect to find out the extent of his opportunities, occasionally, and especially in the matter of tenders and contracts, he is placed at a disadvantage with American competitors owing to more time not being given him to send in specifications. Advertisements of all Government contracts for requirements which cannot be met in Canada should certainly be advertised simultaneously in the United Kingdom and in Canada, unless the American is to have a distinct advantage.

Ottawa's efforts to procure a suitable incinerator has resulted in an offer from Messrs. Meldrum Brothers, of Manchester, through their Canadian agent, Mr. R. Brett, of Winnipeg, of a power-producing incinerator plant. The municipality of Westmount, Montreal, has already one of the Meldrum incinerators, the power from which is used for electric lighting purposes.

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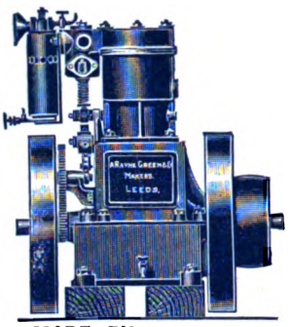
WALTER MACFARLANE & Co
SARACEN FOUNDRY
SANITARY ENGINEERS, GLASGOW
MACFARLANE'S GLASS ENAMELLED
DRAIN & SOIL PIPES ARE IMPERVIOUS
TO RUST, HAVE PERFECTLY SMOOTH INTERIORS
& CAN BE SUPPLIED TESTED TO ANY PRESSURE
CATALOGUES, PRICE-LISTS AND ESTIMATES ON APPLICATION.

PARAFFIN OIL ENGINES



From 1¼ to 20 B.H.P.

Specially made to stand rough usage in the Colonies.

STRONG, RELIABLE ENGINES,
Simple in Design and Low in Price.

MADE BY . .
A. RAYNE GREEN & CO., Roseville Road, LEEDS, ENGLAND.

CONTRACTORS TO THE WAR OFFICE.

THE DARLINGTON WIRE MILLS, LIMITED,

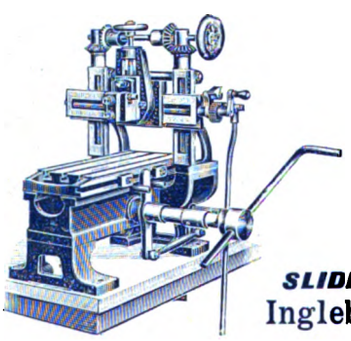
WIRE MANUFACTURERS, **DARLINGTON, ENGLAND.**

Manufacturers of . .

Extra High-strain ROPE WIRE, for Mining, Winding and Hauling and Crane Ropes. ("Galvanized," "Plated" or Plain.)
Extra High-strain WIRE, for the binding of Dynamo Armatures. ("Plated" or Plain.)
Extra High-strain WIRE, for Cycle Spokes, or Spokes complete. ("Plated" or Plain.)
Hardened and Tempered STEEL WIRE of all gauges. ("Plated" or Plain.)
SECTORAL WIRES of all kinds and for all purposes.

Complete ROPES supplied and guaranteed from our best quality Wire. ("Galvanized," "Plated" or Plain.)

ALL OUR WIRES ARE MADE FROM THE VERY PUREST OF SWEDISH MATERIAL AND GUARANTEED TO ANALYSIS.



HENRY MILNES,

MANUFACTURER OF

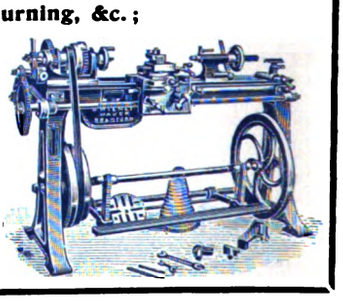
HIGH-CLASS LATHES

For Screw-cutting, Plain and Ornamental Turning, &c.;

TREADLE MILLING MACHINES,
PLANING MACHINES,
FOR EITHER HAND OR POWER;

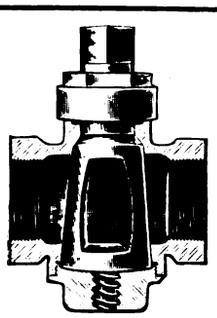
SLIDE RESTS, CHUCKS, &c., of every description.

Ingleby Works, Brown Royd, BRADFORD, ENG.



SOLE AGENT IN CANADA:

J. E. HARGRAVE, Manufacturers' Agent,
— TORONTO. —



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"MILDENCO."

WE SEND THIS **ON APPROVAL** THAT STEAM USERS MAY SEE FOR THEMSELVES HOW ADVANTAGEOUSLY . . .

Bradford Steam Cocks Differ from all others.

The Plug is not held in its barrel by either screw or nut, as with all other cocks. It has perfect liberty under sudden expansion to ease itself on its spring-fed centre, jamming in the barrel under unequal expansion being thus rendered impossible. The jamming of the plug in barrel through pressure of the spring is likewise prevented by the patent cone at the small end of the plug, thus rendering it in use the easiest cock to open or close. Being spring-centre fed it is practically self-grinding.

SCREWED ENDS. Gun Metal from $1.10 to $19.20. Cast Iron, $1.80 to $12. | **FLANGED ENDS.** Gun Metal, $1.70 to $21.60. Cast Iron, $1.80 to $12.

J. E. HARGRAVE, Manufacturer's Agent, Toronto.

Sole Agent in Canada for ***MILLAR, DENNIS & CO., Victoria Works, Bradford, Eng.***

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NOTES ON BRITISH MACHINERY.

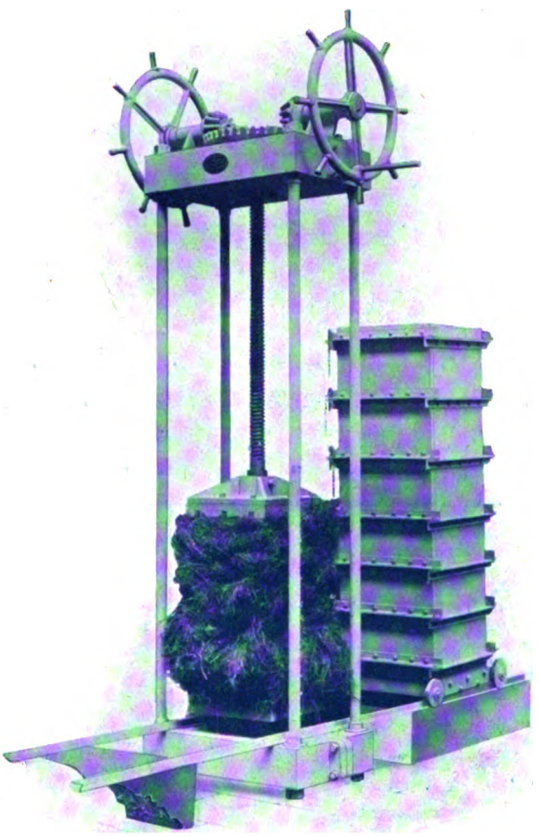
(From Our Own Correspondents.)

Steel Goods for Canada.

The firm of Messrs. Ibbotson Bros., Ltd., Globe Steel Works, Alma Street, Sheffield, are just opening up the Canadian market with their important specialities, consisting of such products as saws, nuts and bolts, steel tools and railway material, and other lines of equal importance.

A Hand-power Baling Press.

Messrs. Robert Middleton and Co., of the Sheepscar Foundry, Leeds, have quite recently invented a hand-power baling press with run out box, which should be in large demand among farmers, warehousemen, and others in the Dominion. The cost will be about $250 (f.o.b.). The block illustrating this invention represents a hand-power baling press, specially designed for baling wool, cotton, hay, fibres, paper, and other loose material, when a heavy pressure and high density of bale are not required. The press is strongly constructed of cast iron, with mild steel columns, the screw being of mild steel, and in connection with which there is a strong thread working in a brass nut driven by bevel gearing. If necessary, the box can be made either of wood or sheet steel, which can be strongly supported by angle or "T" irons, and is carried on strongly designed wheels. For general uses in every part of Canada this invention should be in great demand. Wood lashing plates are also provided for hooping purposes. Canadian buyers may like to know that the hand wheels can be substituted in a moment for machine by a double power rachet gear, so constructed that when the pressure is at the lowest possible point the speed of travel of the screw is fastest, and as the pressure increases the speed of travel decreases, thus increasing the leverage. Fast and loose pulleys may also be substituted for driving by power.



A HAND-POWER BALING PRESS
MADE BY MESSRS. R. MIDDLETON AND CO.

An Improved Hydraulic Power Pump.

The firm of Messrs. Middleton and Co. has also just put upon the market their latest improved hydraulic power pump, which has among other advantages, that of being driven direct into the crank shaft by pulleys, without gearing. Canadian engineers would do well to remember that the rams in this pump can either be equal in diameter or not, so as to work against constant or variable pressure up to three tons per square inch if required. The special points about this pump are that the standards and base are built of strong cast iron, the former being so strongly designed that no strain whatever is put upon the cap-bolts of the bearings, which are fitted with renewal gun-metal. The base is used as a tank and is of large capacity. The crank shaft, too, is the highest quality forged steel, which is turned out of the solid mass. The pump bodies are of forged steel or gun-metal as required, and are fitted with the necessary suction and delivery valves. When the rams are of different sizes the low pressure pump is fitted with a relief valve, which comes into action immediately the desired pressure is obtained. A most important matter in connection with this pump is that the connecting rods are fitted with adjustable gun-metal bearings at each end; and it will interest Canadian engineers to know that the attachment to the pump plunger is capable of the finest adjustment, and also forms an oil bath in which the knuckle joint works.

Lathes and Milling Machines.

Messrs. Wm. Muir and Co., Ltd., Sherbourne Street, Manchester, who are contractors to various Governments departments, are desirous of increasing their Canadian connections. In their special lines, such as lathes, milling machines, shaping, slotting and drilling machines, they are regarded as experts in the North of England. Other well-known specialities comprise boring and rifling machinery for making rifles.

"No Volt" Switches.

The firm of Messrs. Ackstein, Heap, and and Co., Manufacturing Electrical Engineers, Salford, Manchester, are pushing their patented oil break switches, having automatic "no volt" and overload release. During the past 18 months this firm have given a great deal of attention to the manufacture of switches, having automatic "no volt" release and have produced and patented a complete range of these, which, in addition to possessing this very valuable feature, have other important points which they have found in practice to be essential to enable switches to withstand successfully the severe conditions attending the control of alternate current motors. Besides possessing many important features, it is advantageous to have a switch of the remote control type, and, furthermore, it should be capable of being easily interlocked with any of the usual forms of starters.

Petrol-driven Lorries.

At a recent exhibition held in Manchester the largest show of motor vehicles for commercial purposes that has yet been seen under one roof took place. The exhibition revealed the interesting circumstance that Lancashire has taken quite the lead in this branch of the motor industry. Lancashire firms are now beginning to cater for the Canadian market by building steam and petrol vehicles for freight. So far steam has been found to be the most serviceable driving power, but petrol-driven lorries carry from 30 cwt. to 5 tons quite satisfactorily. One Lancashire firm, the Lancashire Steam Motor Co., Leyland, Preston, has put on the market a wagon built of special strength and called the "Colonial." It is made in three sizes, to carry respectively three, four, or five tons. There are, of course, several types of body, each suited to different trade requirements. The engine is of 35 h.p., and two speeds are provided, 2¾ and 5½ miles per hour, operated from the driver's platform.

A Useful Compound Engine.

The firm of Messrs. Galloways, Ltd., is noted for its boilers, but it has also earned a reputation as manufacturers of steam engines for driving textile, flour, paper and rolling mills; blowing engines for Bessemer converters or high-furnaces; and also for making a great variety of pumps and other appliances in connection with independent condensers. There is, for instance, a tandem compound engine for driving rod or bar mills, either direct or through gearing. Its cylinders are fitted in plain slide valves, with variable travel so as to regulate the admission of steam in accordance with the work to be done, without the intervention of a throttle valve. A second pair of valves regulate the passage of steam from high pressure cylinder to low pressure valve chest, the low pressure being of the trick type to regulate the admission and exhaust to and from the low pressure cylinder. The high pressure and low pressure valves are worked by an eccentric independently of the high pressure admission valves.

Salt-Baths for Hardening Steel.

Mr. S. N. Brayshaw, of Manchester, claims several advantages for his new patent salt-bath furnace for hardening steel. Being unable to get equally hardened steel by the use of open furnaces, muffle furnaces, lead furnaces, and so on, he conducted a series of experiments which led to the present invention of heating in a liquid composed of a bath of fusible salts. The temperature can be raised to any degree desired, is quite uniform, and therefore heats uniformly the body immersed. The process is used in some of the largest works in the United Kingdom.

A Speciality in Elevators.

Messrs. Henry Simon, Ltd., of Manchester, make a speciality of elevators. Among them are wheat elevators bottoms with steel sides fitted with special self-lubricating bearings and hand wheel tightening motion, spindle, and inside pulley with perforated rims. Elevator top works are designed to suit the circumstances of each case. These elevators may be of interest to some Canadians now in England.

Steam Gauges, &c.

Every engineer takes more than casual interest in such things as steam gauges and recorders, indicators, Tachometers and nickel-seated stop valves for high-pressure and superheated steam. Messrs. Schäffer and Budenberg, Ltd., Manchester, and known all over the engineering world for these accessories to the steam engine. They are too, sole agents for "Zena" water gauge glasses and pyrometers. Engineers in England would do well to call and see their works.

Boiler Indicators.

Mr. J. E. Lea, of Manchester, is the inventor of what should prove a very serviceable boiler indicator. Mr. Lea maintains that the indicator should show the forces at work in the engine as correctly from an engine using 30 lb. of steam per 1 h.p. hour as from using only 15 lb. Roughly speaking, the water flows over a V-shaped notch which mechanically raises a weight moving an indicator. The use of this device is rapidly spreading.

Air-heaters and Ventilators.

Messrs. Musgrave and Co., of Belfast and London, and with branches in Manchester and all over the world, have brought out a catalogue of air heaters and ventilators which should be of interest to those trying to solve the airing and warming problems. So successful have the firm been in France and Germany that special branches have been opened in those countries. It is curious to note that on the European Continent the competition is largely with American firms, and it is strange that it should not be easier to gain a better footing in the Dominion.

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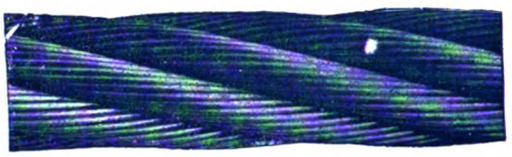

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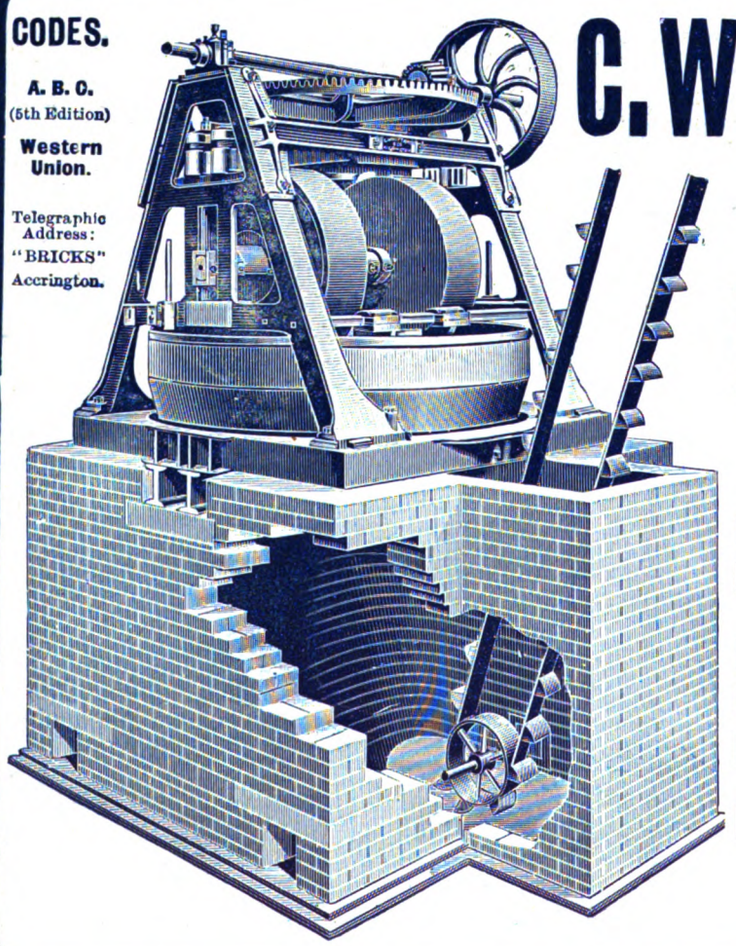

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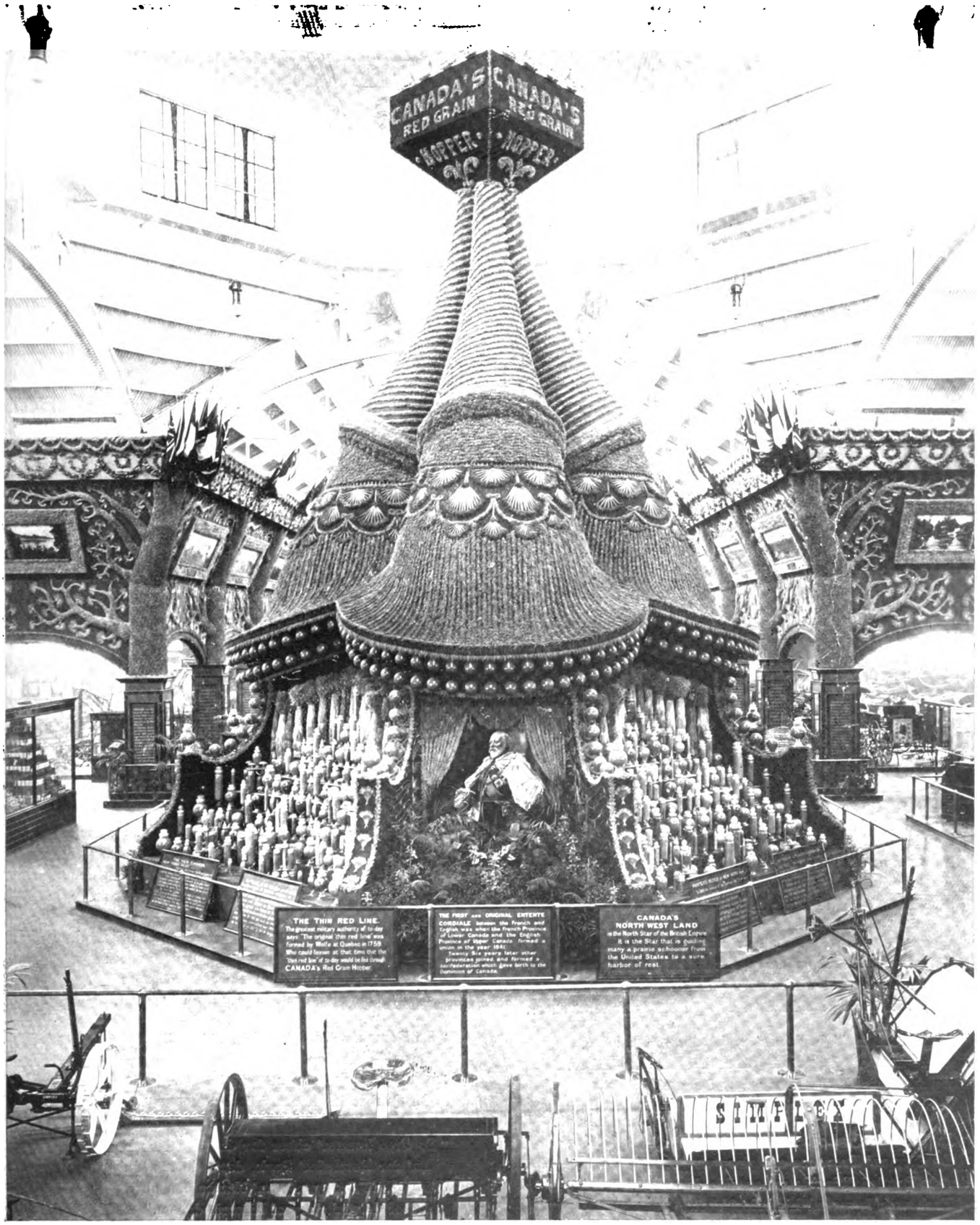
CANADA

No. 134. SATURDAY, AUG. 1, 1908. Vol. XI. 6D. WEEKLY.

A MONUMENT OF CANADA'S AGRICULTURAL WEALTH.


CANADA'S RED GRAIN HOPPER
CANADA'S RED GRAIN HOPPER
THE THIN RED LINE.
The greatest military authority of to-day says: "The original thin red line was formed by Wolfe at Quebec in 1759. She could loosen at that time that the thin red line of to-day would be fed through CANADA'S Red Grain Hopper.
THE FIRST and ORIGINAL ENTENTE CORDIALE between the French and English was when the French Province of Lower Canada and the English Province of Upper Canada formed a union in the year 1841.
Twenty Six years later other provinces joined and formed a confederation which gave birth to the Dominion of Canada.
CANADA'S NORTH WEST LAND
is the North Star of the British Empire. It is the Star that is guiding many a prairie schooner from the United States to a sure harbor of rest.
SIMPLEX

IN THE CANADIAN PAVILION AT THE FRANCO-BRITISH EXHIBITION.

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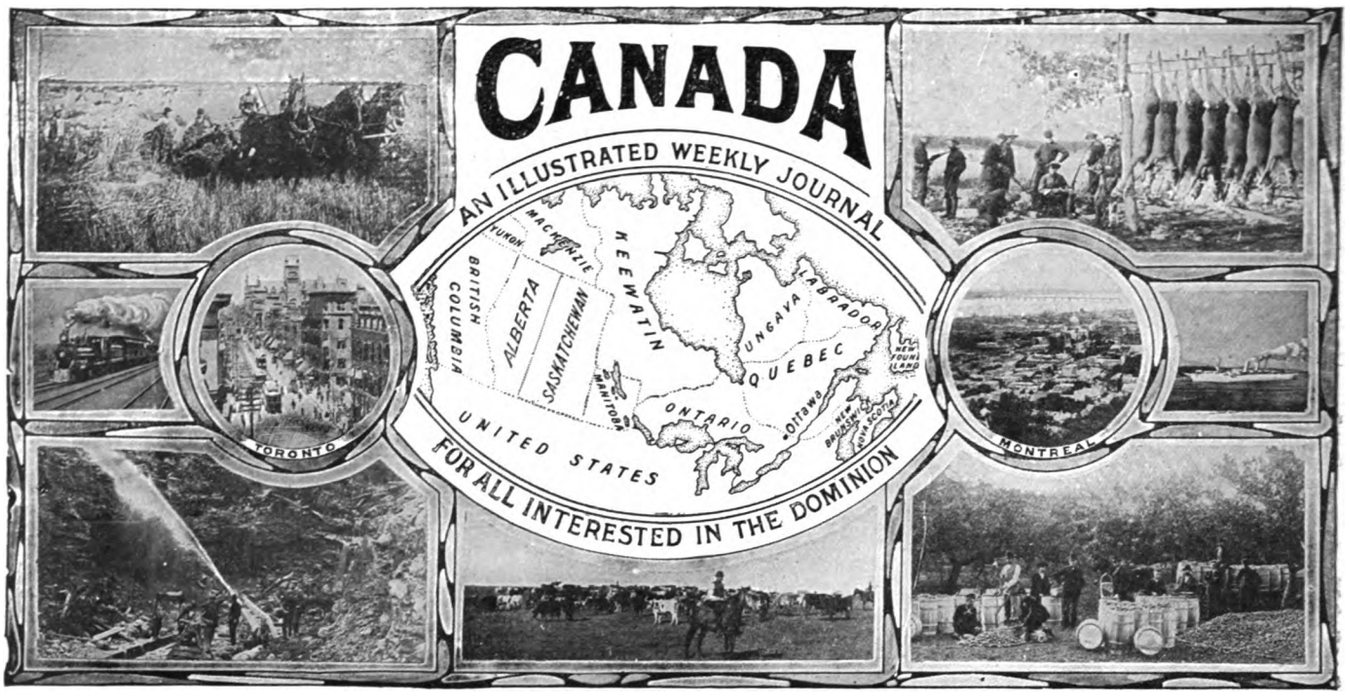

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DE BATTLEFIEL'S OF QUEBEC.

By J. W. BENGOUGH.

I go on de village for visit de shop,
An' hear de school-masser is talkin' ver' loud
'Bout de ole Battlefiel', wile 'e sit on de top
Of de soap-box, an' lif' up his 'and at de crowd.

"De ole Battlefiel' of Quebec," he is say,
"Dere's notting for match dem de worl' ever saw,
An' it's bully good scheme of de Monsieur Lord Gray,
For mak' dem de Park for de whole Canadaw!

"De tam' dat Champlain 'e is come 'cross de sea
An' start mak' dis countree, dat's t'ree honner year,
An' if you are read wance de whole hissorie,
You will want give de Earl Gray de t'ree honner' cheer.

"Champlain mak' beginnin' right dere on Quebec,
Sam' place ole Jacques Cartier pick out long before,
Beeg rock was de reason for dat, I expec',
It's very tough job for tak' it, dat's sure!

"La Ville de Quebec, she is modder of all
De City an' Provance an' glory we got,
An' de Battlefiel' inside an' outside de wall,
Each wan is sacred historical spot.

"'Bout twenty-five year affer Champlain is die,
Dey 'ave pretty 'ard tam' on dat small little town,
De earthquakes is shake it, an' notting for eat,
An' wil' Indian to kill all de peop' is come down.

"But wan great man is dere, de good Bishop Laval,
'E's build de berg college, an' say it's all rat;
An' de nuns on de convent 'ear Indian yell
An' for de young Canadaw bravely are fight.

"Den come Frontenac for govern de lan';
'E fight de great battle wit' Yankee man. Phips,
An' tell dat smart feller, 'You mus' understan'
You can't take Quebec wit' such kind of ships.'

"Affer dat is de battle call Abraham Plain,
W'ere Montcalm and Wolfe togedder is die;
And Eenglish an' French is not fighting again,
But mak' de long peace an' be brodder byme-bye.

"But before dis is fix dey are even de score,
W'en Levis whip Murray on Plains de nex' year;
An' den affer dat dey not fightin' no more,
But Eenglish an' French is compatriot dear.

"An' bote stan' togedder w'en Oncle Sam come,
Wit' Montgomery an' Arnold, to tak' de beeg rock;
Dey 'ave wan Breetish flag an' wan Breetish drum,
An' dey give dose invader de terrible knock.

"You can read manny places to-dav de brass plate
To tell what is done long ago on dose spot;
An' not in de worl' is de glory more great
As on ole Quebec all dose nation 'ave got.

"De French an' de Eenglish, an' Habitant, too,
De Irish, de Scotchman, de Welshman as well,
An' de Yankee—dey all can be proud what dey do
On Quebec in de story dose Battlefiel' tell.

"So t'ree honner' cheer for de Monsieur Earl Gray,
An' for Battlefiel' Park, dat's de rat kin' of scheme,
W'ere all de Canayan gran' Nation can play,
An' of de pas' glory of hissorie dream."

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NOTES OF THE WEEK.

Floreat Canada. Never in the century and a half of her history as a united people has Canada been so much before the eyes of all the world as during the past week. The Quebec celebrations have called up memories of the past that are equally glorious and equally precious to the two nationalities who are now united in a manner that testifies to the farseeing wisdom of the British statesman who laid the foundation of that union. The whole of the romantic story of Canada—happily described by Sir George Garneau as an epic—has been retold to us in realistic pageantry. Once again has Jacques Cartier landed at Stadacona; once again has Champlain, soldier, statesman, and traveller, arrived in his ship the "Don de Dieu"; Laval, the first Bishop of Quebec, has received in State de Tracy, the Lieutenant-General of Louis XIV.; and other heroes of early Canadian history have passed in review before us. Finally, Montcalm and Levis, and Wolfe and Murray, those immortal heroes who fought so stubbornly for the possession of Quebec, have again marched at the head of their troops on the battle-fields on which they won lasting fame. Canada, though young as nations go, has a story more full of heroic endeavour and patriotic sacrifice than has many an older nation; and her past that has been recalled with honest pride should serve to stimulate her sons to true patriotism in following in the footsteps of her splendid heroes. But there has been more in the Quebec celebrations than the mere object-lessons of the past. The fêtes have had their Imperial significance. The King has shown the deepest interest in this great Canadian festival. His Majesty, unable to be present himself, sent the Prince of Wales, to the great delight of all Canadians, to represent him. The presence at the fêtes of Lord Roberts, whom the King sent to represent the British Army, was also not without its significance. There is something that appeals strongly to the imagination in the spectacle of this popular war-hardened veteran assisting to do honour to the two great soldiers who fell on the Plains of Abraham. Mutual sympathy has been engendered, and the Old Country and Canada have been drawn more closely than ever to each other. Canada has given the heartiest and most enthusiastic welcome to the Heir to the Throne and the veteran Field-Marshal: and the Old Country has shown her sympathy by presenting the gift of a Wolfe-Montcalm memorial by the hands of the Prince to the Canadian people. Then, too, the presence of the descendants or representatives of Canada's historic heroes has helped to emphasise the reality of the union of the two races who have combined to build up the Canada of to-day. Earl Grey, to whose suggestions the celebrations were in a large measure due, has earned the gratitude both of the Mother-country and Canada. There has been no discordant note in the fêtes, and there has been nothing but praise for the admirable manner in which the celebrations have been carried out. Indeed, there has been a universal chorus of "Floreat Canada."

* * *

At the Stadium. The Olympic Games have so far given to Canada two medals of gold, awarded for outright wins, and several of silver and bronze, the reward of obtaining second and third places. The events yet to be decided—the rowing and sculling which are taking place this week, and the lacrosse, football, and hockey matches which will be fought out in October—should provide additional laurels for Canadian athletes. As it is, the Dominion, although her representatives have not been so successful as was expected or, as a matter of fact, as they deserved to be, has done magnificently when her limitations in the matter of population are considered as compared with the scores of millions of people upon which her greatest rivals—the United States with her eighty millions, and Great Britain with her forty-five millions—are able to draw. But if the bearers of the scarlet maple leaf have not won events, they have achieved what is far more in British eyes. They have shown that they possess that instinct for cleanliness in sport which in the Old Country holds as high a place in men's minds as bravery in battle, and honesty in commercial life. The Canadians, for their scrupulous fairness and their pluck under severe disappointments, made a lasting impression upon the thousands who thronged the Stadium, and no heartier cheers were heard than when the maple leaf was carried on the breast that broke the tape. Sufficient proof of their capacity for endurance was given in the Marathon Race, when eight Canadians out of twelve starters reached the Stadium; practically no other nation was so well represented at the finish. Moreover, one of the Dominion runners is to be congratulated upon a feat of endurance rivalling that of Dorando. This hero is Lister, who strained a foot two miles from the start and limped the rest of the way, keeping enough courage in his heart and vigour in his body to sprint the last few yards as well as his injury would allow. He was advised to retire from the race just after his accident, but declined the suggestion, remarking that he "had come a long way to run that twenty-six miles, and he was not going to give up either at two or twenty-five." A nation that produces athletes who exhibit such sturdiness and courage will not be found wanting when sterner battles are being fought.

* * *

Yankee Sport. Two events in the Olympic Games attracted more attention than all the others. One, of course, was the Marathon Race, which would have been almost tragic had it not been for Queen Alexandra's generous sympathy with the Italian Dorando—who arrived in the Stadium first, but was too exhausted to reach the tape without assistance—in presenting him with a gold cup when the judges disqualified him in favour of the American Hayes, who came in second. Her Majesty touched the heart of everyone when she thus voiced the universal sympathy. The other event was one which, it is not too much to say, was disgraceful. In the final heat for the four hundred mètres, Lieutenant Halswelle, who was running against three American competitors, was deliberately bored out of his course by Carpenter. This American runner was on the inside of the track, and purposely crossed in front of Halswell, who was on the outside. An inspection of the course revealed the footmarks of the runners, and there was no doubt as to what had happened. In the face of the champion runners of the civilised world, and before a vast crowd of spectators, an American has had the effrontery to try to defeat by foul means a better man than himself. That this is regarded by the Americans as sportsmanlike behaviour is shown by the fact that when Carpenter was disqualified by the judges the United States team manager protested. Indeed, the only thing which can be said in mitigation of this disgraceful behaviour is that interfering with another runner is apparently considered fair in America, and that Carpenter saw nothing wrong in doing what he did. Moreover, the American Press has assailed the verdict of the judges in a fashion that is scandalous. The two other American competitors when the race had to be run again, refused to run. This was their reply to the judges' verdict in favour of one of their own countrymen in the Marathon Race. Magnanimity is, it would seem, as much wanting in the American competitors as true sportsmanlike conduct.

* * *

A Lost Opportunity. All hope of the embargo on Canadian cattle being removed by the British Government must now be given up. Sir Edward Strachey, the representative of the Board of Agriculture in the British House of Commons, in reply to a question as to whether he would consider the advisability of removing the embargo on Canadian cattle, said that there was no intention of proposing legislation "in the direction suggested." Further questioned as to the variety of cattle diseases in Canada, he said, "In Canada, anthrax, tuberculosis, and parasitic mange are present." As we pointed out last week, Canadians on all sides deny that there is any disease prevalent among Canadian cattle—they have even used this freedom from disease as an argument in favour of removing the embargo. People must be forgiven if they think that, though the answer is the answer of the Board of Agriculture, the voice is the voice of Mr. Redmond. It has been Mr. Redmond's painful task to oppose the removal of the embargo on Canadian cattle in the interests of the Irish cattle trade, and at the same time to defend cattle driving. No one, it seems, is to be allowed to do anything which may injure the Irish cattle trade but Nationalist Members of Parliament.

* * *

Facts about Preference. The Tariff Commission, which owes its existence to Mr. Chamberlain and his friends, has just published a very useful pamphlet on "Colonial Preference and Imperial Reciprocity." Whether by accident or design, the pamphlet has appeared at a most opportune moment. The Home Government has taken a plunge with its Old Age Pensions Bill, and now does not quite know where to turn to raise the necessary money. Expenditure increases year by year, and there seems under the present system of so-called free trade to be nothing left to tax. The taxpayer, with his income tax at war level, may well feel alarmed when an additional burden seems likely to be put upon him. Just when men are beginning to fear lest the present fiscal system should land the country in bankruptcy, there comes this welcome little pamphlet. The Commission shows that Preference was the old Colonial policy of England, before commonsense was swamped by faddists. As long ago as in 1846, Mr. Gladstone admitted that "it is beyond doubt that Canada has felt a very invigorating influence from the augmented facility of access to the British market which she has enjoyed since the Act of 1843, and that it has perceptibly stimulated the extension of her agriculture." The pamphlet refers very fully to the question of the capacity of food production within the Empire, and we recommend free-fooders to read the conclusions of the Tariff Commission, backed up with facts which are none the less true for being unpalatable. Is the Old Country wiser than all the rest of the world? We, Canadians, doubt it; and we believe that hard facts and perhaps hard times will in the end make the Old Country see what all the world beside herself has seen for a long time.

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Party Politics. It is one of the inevitable evils of party government that questions of national moment are not always discussed on their merits, but are regarded through party spectacles. For instance, what have Tariff Reform and Preference really to do with party politics? Yet the whole question, which is one of vital importance, is treated as a party question. No Liberal thinks the matter worth discussion. It is enough that Unionists are convinced that a reform of the British fiscal policy is necessary, for Liberals to be quite sure that the present system is right. If we look at the matter fairly, it does seem absurd that when the Colonies are united in their desire to make some fiscal arrangement with the Old Country they should meet with rebuffs, simply because the Conservatives in the Old Country believe in Preference, and, therefore, the Liberals will not discuss the subject. Another example of the tendency to make every question one of party politics was furnished at Ottawa the other day when the question of the "All Red Route" was discussed. Now it is, of course, needless to say that both parties are really enthusiastic over the scheme. But the matter was discussed in the main from a party point of view. The Liberals made suggestions, and the Opposition of necessity objected, because they were made by those in power. It is a pity that questions of Imperial importance cannot be kept out of party politics.

* * *

An Electoral Problem. A problem that may possibly arise in the far future has been brought into prominence by the addition of Ungava to Quebec, under the recent Provincial Boundaries Bill. The British North America Act gives to Quebec the fixed number of sixty-five members in the Dominion House of Commons. The other provinces are entitled to one member for their every sixty-fifth portion of Quebec's population—the proportionate number of members to be readjusted according to each decennial census. The addition of Ungava will double the size of Quebec. But Sir Wilfrid Laurier, in introducing the Bill, pointed out that the territory was not of much value. "There was," he said, "some nervousness over the position in which this would place Quebec, as the pivot province, in fixing representation, but since the addition of territory would not add to the population, there need be no ground for alarm." Of course, at present, Ungava is practically uninhabited, and though Quebec's population is constantly increasing, the influx of immigrants is so much greater to the other provinces that there need be little fear that the possession of the great tract of Ungava will unduly enlarge the possibilities of growth for Quebec's population. If that, however, should be the case, it would follow that the increase of Quebec's boundaries would increase that province's influence in the House of Commons and decrease that of the other provinces.

——**——

THE OLYMPIC REGATTA.

The Olympic Regatta, in which a Canadian eight, four, pair, and two scullers were entered, began at Henley on Tuesday. Two of the Canadian combinations were defeated. The Canadian four were drawn against Magdalen College, Oxford, in the first heat of the Four-Oar Race. Although striking 44 in the first minute against the United Kingdom's 38, the Dominion four at once began to drop astern, owing to their erratic steering. They spurted splendidly opposite the Leander enclosure, but could make no impression, and the United Kingdom won by two lengths and a quarter. The time, 8 min. 34 sec., was exceptionally fast, as it represents about 7 min. 24 sec. over the ordinary Henley course; 7 min. 30 sec. is the official record for "the Stewards," so this performance must be regarded as a remarkable one.

The Canadian four were members of the Argonaut Rowing Club, and the names and weights were:—

	st. lb.		st. lb.
G. B. Balfour (bow and steers)	12 0	3. Charles Riddy	11 12
2. B. R. Gale	12 0	G. B. Taylor (stroke)	12 3

In the pair-oar race a Leander pair beat the Canadian combination, consisting of F. P. Toms (bow and steers—10 st. 10 lb.) and N. B. Jackes (stroke—10 st. 10 lb.), of the Argonaut Club. Leander striking 39 against 37, practically led from the start, the Canadians almost fouling the piles in the first minute. The Argonaut pair spurted pluckily, but were held easily. Time, 9 min. 46 sec.

——**——

CANADIAN PRIZE-WINNERS AT THE STADIUM.

A full list of the Canadian prize and diploma winners at the Olympic Games held at the Stadium is as follows:—

R. KERR, first in 200 metres (gold medal) and third in 100 metres (bronze medal).

E. ARCHIBALD, third in the pole jump (bronze medal).

J. G. MACDONALD, second in hop, step, and jump (silver medal).

G. BRICKER, third in running broad jump (bronze medal).

J. TAIT, fourth in 1,500 Mètres, a testimonial.

KEITH AND ELLIOT, gymnasts, testimonials.

C. YOUNG, cyclist, testimonial.

The members of the Canadian Athletic Olympic team are passengers by the Allan turbiner, R.M.S. *Victorian*, leaving Liverpool on Friday, July 31.

OUR OTTAWA LETTER.

Dominion Parliamentary Notes.

(*From Our Ottawa Representative.*)

The session of the Canadian Parliament, which has just come to a close, has been the longest in the history of the Dominion, exceeding by a week the record of 227 days established five years ago. Although the protracted session is due in large measure to the expectation of a General Election in the month of October or November next, the deliberations of Parliament have resulted in the passage of several measures of general interest.

The All-Red Route.

On the motion of the Prime Minister the House of Commons has expressed its endorsation of the All-Red Line resolution of the last Imperial Conference, and has pledged its financial support to this project, thus enabling the Canadian Ministers to join with the Governments of Australia and New Zealand in negotiations with Great Britain for the financial arrangements required to bring the proposed fast steamship service from Britain to New Zealand and Australia, via Canada, into existence.

The Lands Act.

The Lands Act of Canada has been amended in such a way as to throw open to settlement a further area of approximately 28,000,000 acres in the North-West. This land will be added to the grants now available for homesteading, and settlers making their homes upon them will be entitled to 160 acres free, as well as to purchase 160 acres adjoining their free grant at the extremely moderate rate of $3 an acre. A portion of the money derived from the sale of such lands is to be devoted to the construction of a railway line, 500 miles in length, to Hudson Bay, and the estimates of the present session contained an appropriation of $100,000 for surveying the route which the Hudson Bay Railway is to follow.

The House of Commons has placed on record a vote in favour of an extension of the Province of Manitoba northward to Hudson Bay, whilst the boundaries of Ontario are also to be carried northward to this great inland sea. Effect will be given to this arrangement by statute next session.

Civil Service Reform.

One of the most important enactments of the session is the Governments Civil Service Reform Bill, which has been drawn with the object of taking the public service of the country out of politics and placing it under the control of two independent commissioners. The latter are to base their appointments on the results of competitive examinations, and the new Civil Service law of the Dominion, in short, is to correspond as nearly as possible to that of the Mother-

The Control of Railways.

The Federal Government is unable to lend its support to the public ownership of railways, but has declared for efficient public control alike of railways, telephones, telegraphs, express companies, and all other public utilities. The authority of the Board of Railway Commissioners has been extended so as to include the control of telephone and telegraph companies. The membership of the Board is also to be increased from three to six, so as to permit of its sitting at the same time in different parts of the country.

The Quebec Bridge.

The collapse of the Quebec Bridge across the St. Lawrence River, which was being built as a private enterprise, has resulted in the Dominion Government taking over this work, which will now be carried to completion with as little delay as possible, as a link in the National Transcontinental Railway. The Government has assumed the liability for the outstanding bond issue of $6,000,000, and the rebuilding of the world's greatest bridge will be entrusted to the four commissioners who are already charged with the construction of the Transcontinental line. It is understood that three engineers will be chosen to draft plans for a new bridge, and that tenders will be called thereon as soon as the plans are ratified. The tenders will be open to the world, and it is to be hoped that British firms will not lose sight of the opportunity which is offered them in this competition.

Suppression of Opium Traffic.

In a report of Mr. W. L. Mackenzie King, Deputy Minister of Labour, the attention of Parliament was called to the manufacture and sale of opium on the Pacific coast, and on Mr. King's recommendation the Dominion of Canada has adopted measures similar to those of Great Britain, the United States, and other countries for the suppression of this traffic.

Co-operation.

Early in the session the Lower House placed on record a unanimous approval of a Bill to permit of the introduction into Canadian commerce and industry of the principle of co-operation, as it is known in the United Kingdom and in many foreign countries. But on account of the hostility of the retail traders to the measure it was defeated in the Senate and will, accordingly, have to stand over till next session.

——**——

CANADA'S RAILWAYS.

Canada has more than 23,000 miles of completed railways, built at a cost of more than one billion dollars. In actual railway mileage Canada ranks eighth among the countries of the world, and her mileage per capita is greater than that of any other country. Fully 5,000 miles are now under construction.

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THE QUEBEC TERCENTENARY.

Arrival of the Prince of Wales.

THE Prince of Wales arrived at Quebec on board the *Indomitable* on Wednesday afternoon last week, and met with a most enthusiastic welcome from the crowds of people gathered on the shores of the river. The Citadel and the warships of Great Britain and France and the United States thundered out a salute of 21 guns. At the King's Wharf, when the Prince landed there were waiting, among others, the Governor-General, Lady Grey, the Ladies Sybil and Eileen Grey, the Duke of Norfolk, Lord Roberts, Lady Eileen Roberts, Sir Louis and Lady Jetté, Sir Wilfrid and Lady Laurier, Lord Lovat, Count Bertrand de Montcalm, Vice-President and Mrs. Fairbanks, the Hon. Arthur Murray, Lord Bruce, Sir Frederick Borden, General Lake, General Otter, Captain the Hon. Dudley Carleton, Sir J. H. de Villiers, Mr. Garneau, Mayor of Quebec, and the members of the Battlefields Commission, Sir Charles and Lady Fitzpatrick, Vice-Admiral Jauréguiberry, Archbishop Bégin, Lord Lascelles, Mr. George Wolfe, the Marquis de Lévis, the Bishop of Quebec, Lord Howick, Lord Ranfurly, Sir Henri Taschereau, General Murray, Viscount Falmouth, M. Herbette, Councillor of State of France, nearly all

MR. GEORGE GARNEAU, MAYOR OF QUEBEC,
Who has been made a Knight.

the members of the Dominion Government, the Hon. Arthur Murray, Lady Violet Elliott, Lady Susan Dawnay, Colonel and Mrs. Hanbury Williams, General and Lady Beatrice Pole-Carew, Lady Falmouth, Mrs. Cowles. Mme. Deluynes, Lady Donegal, Lady Mary Parker, and many others.

Address of Welcome.

After receiving a number of official visits the Prince landed, and was received by the Governor-General, who presented to him Sir Wilfrid Laurier and other members of the Dominion Cabinet. Sir Wilfrid Laurier then read an address of welcome, both in English and in French, as follows:—

"The members of the Government of Canada desire, in their own name and in that of the Parliament and people of the Dominion, to offer to your Royal Highness a respectful and cordial greeting.

"We are deeply sensible of the honour which your Royal Highness has done us in making this special visit for the purpose of gracing by your presence the glad occasion which we are assembled to celebrate. We rejoice to welcome in the person of your Royal Highness the representative of our beloved Sovereign, whose never failing interest in all that pertains to the welfare of this country has had no small share in stimulating those feelings of devoted attachment towards his Majesty's person and Government which animate his Majesty's Canadian subjects from one end of the Dominion to the other.

"Three hundred years ago almost on this very spot, the heroic Samuel de Champlain

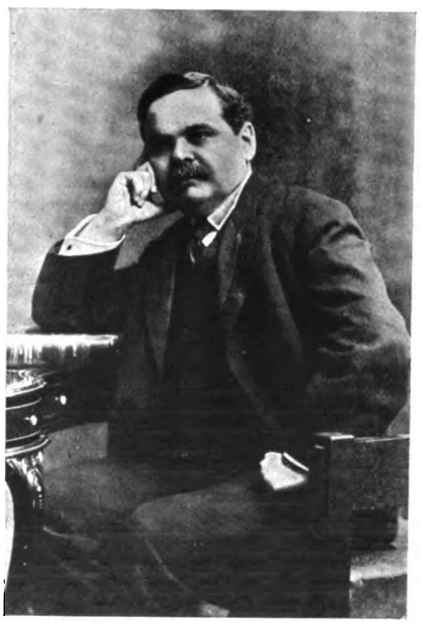
THE HON. J. P. WHITNEY, PREMIER OF ONTARIO,
Who has been made a Knight.

laid the foundations of this ancient city, and, with admirable constancy and courage, laboured for many years, in the face of privations and hardships innumerable, in the noble work of implanting in the heart of a savage wilderness the blessings of Christianity and civilisation. His equally undaunted successors carried on his work after him, until at length their prophetic vision was realised, and the grain of mustard seed has grown into a great tree whose branches overshadow the land.

"Your Royal Highness, who we are all glad to know is no stranger to Quebec, will not fail to recall the rich memories of its storied past. How during a century and a half new France gradually rose into being—how Canada became the theatre of the old world conflicts—and how the fortunes of war, long trembling in the balance, at length decreed that it should pass under British rule.

"We cannot doubt that your Royal Highness will agree with us in believing it fitting that the scene of these exploits, and especially the ground upon which Montcalm and Wolfe strove with equal valour for the mastery, should be set apart as a perpetual memorial by English and French Canadians of the great deeds in which both peoples feel an equal pride.

"It is to preside over this great solemnity



THE HON. LOMER GOUIN, PREMIER OF QUEBEC.
Who has been made a Knight.

that we have asked your Royal Highness to be with us at this time. We much regret that circumstances did not permit us to have the great pleasure of welcoming her Royal Highness the Princess of Wales, whose gracious and winning personality has endeared her to all Canadians.

"We trust that your Royal Highness may enjoy your all too brief stay amongst us, and that on your return home you will convey to the King the assurance of our unswerving loyalty and devotion, and of our united resolve to do our part to promote the interests of the great Empire to which we are all proud to belong."

The Prince's Speech.

The Prince of Wales made the following reply in both languages:—

"I am greatly touched by the loyal and sympathetic words of your address with which you, in the name of the people of Canada, welcome me on this occasion of my sixth visit to the Dominion. I am fully sensible of the honour and responsibility of my position as the representative of your Sovereign, who, ever mindful of the unswerving loyalty of his Canadian subjects, follows with affectionate interest everything which concerns the welfare and development of the Dominion. My privi-

COLONEL HANBURY WILLIAMS, C.M.G.,
SECRETARY TO EARL GREY,
Who has been made a Knight Commander of the Victorian Order.

lege is, therefore, twofold, for I join with you, both as the representative of the King and on my own behalf, in celebrating the three hundredth anniversary of the founding of your famous city by Samuel de Champlain. I look forward with keen interest to the impressive ceremonies of the next few days, during which the past and present will appear before us upon a stage of unsurpassed natural beauty.

"And here, in Quebec, I recall with much pleasure the no uncertain proofs which I have received on my several visits to Canada of the loyalty of the King's French Canadian subjects. Their proved fidelity in time of difficulty and danger, happily long passed, is one of the greatest tributes to the political genius of England's rule, and the knowledge that they and their fellow-Canadians of British origin are working hand in hand in the upbuilding of the Dominion is a source of deep satisfaction to the King, as well as to all those who take pride in British institutions.

"I cordially agree with you in the propriety of setting apart, as a memorial for present and future generations, the battle ground of the Plains of Abraham, hallowed by the association of past years, and I heartily congratulate all concerned in this noble undertaking upon the success which has attended their patriotic efforts. I much regret that my present visit cannot be extended beyond Quebec, and also that the Princess of Wales was unable to accompany me on this occasion. We both retain the happiest recollections of our stay in Canada seven years ago, and of the kind and

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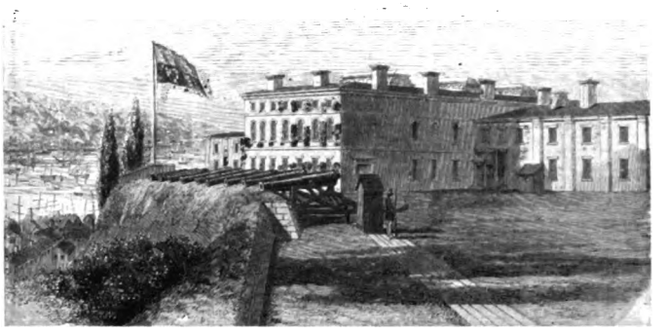
affectionate welcome we experienced during that most interesting and enjoyable visit.

"I shall not fail to convey to my dear father the King, who takes the deepest interest in this celebration, the gratifying expressions of your loyalty and attachment to his Throne and person, of which his Majesty is well assured. Once more I thank you from my heart for your kindly greeting."

The Prince then drove to the Citadel through streets lined with troops, behind stood cheering masses of people. At the Citadel his Royal Highness inspected the guard of honour drawn from the 13th Regiment, of Hamilton. At night the city and the warships were illuminated, and the effect was superb.



THE PARLIAMENT BUILDINGS: THE OFFICIAL RESIDENCE OF THE KING DURING HIS STAY IN QUEBEC.

Champlain Day.

Thursday, Champlain Day, was celebrated as a holiday. The Prince in the morning returned the visits paid him on the previous day by the Admirals and Captains of the Atlantic Fleet. In the afternoon the pageant, representing the arrival of Champlain on his ship, the *Don de Dieu*, began. He landed near the market place in the Lower Town, which occupies the site of the original settlement, a facsimile of which is built on that place. Afterwards Champlain and his companions proceeded to the spot in the Upper Town, where the magnificent Champlain Monument is erected at the end of Dufferin Terrace, on the heights overlooking the St. Lawrence.

The Prince, having taken his place on the Royal dais, the Mayor of Quebec, Mr. George Garneau, read an address of welcome in French, to which the Prince replied also in French. In the course of his address the Prince expressed his pleasure at being present to take his part in paying homage to Champlain and in doing honour to Quebec. Earl Grey then read a number of congratulatory telegrams received from the King, Mr. Asquith, and others, after which Vice-President Fairbanks and Admiral Jauréguiberry replied in brief speeches to the Prince's allusions to them and to the countries they represented.

Honours.

Before leaving for the Champlain Monument the Prince of Wales held an Investiture at the Citadel, Earl Grey receiving the Grand Cross of the Victorian Order, Colonel Hanbury-Williams the Knight Commandership of the same Order, Mr. Garneau, Mayor of Quebec, Mr. Whitney, Premier of Quebec, the honour of knighthood, and Mr. Chouinard, secretary of the Tercentenary Committee, the Companionship of the Order of St. Michael and St. George.

State Banquet.

On Thursday last week Lord and Lady Grey gave a State dinner, at which the distinguished guests, the visiting admirals, the members of the Federal Cabinet, the Lieutenant-Governors, and the members of the Battlefields Commission had the honour of meeting the Prince. Afterwards there was a large reception, giving an opportunity to the guests to witness the illuminations and fireworks from a position commanding the whole city and river, with an outlook perhaps unequalled in the world.

The Battlefields Fund.

On Friday last week there was a military review on the Plains of Abraham. The Prince was escorted to the review ground by a detachment of the Royal Canadian Dragoons. At Wolfe's monument he dismounted and placed a wreath at the base of it. His Royal Highness, during the inspection of the troops, was attended by the Governor-General and Lord Roberts. After the inspection the Prince, addressing the Governor-General, said:

"It affords me the greatest pleasure to hand over to your Excellency, as the representative of the Crown in Canada, the sum of $450,000 (£90,000), which, through the patriotism of British citizens in all parts of Canada and the Empire, and the generosity of French and American sympathisers, has been entrusted to me, in order that the historic battlefields of Quebec, on which two contending races won equal and imperishable glory, may be acquired for the people of the Dominion and preserved, under the special supervision of the Sovereign, as a permanent shrine of union and peace. I place in your hands, as the representative of the Sovereign, the charge of this sacred ground, which it is my pleasure to be able to present to you on the 300th birthday of Quebec as a gift to the people of Canada and of the Crown."

His Excellency, in reply, said:—

"As the Governor-General of Canada and in the names of the Government and the people of the Dominion I accept this sacred trust which your Royal Highness, Heir to the Throne, his graciously placed in my hands."

The March Past.

Immediately after the presentation followed the march past of the troops.

First came a fine detachment of French sailors, preceded by the band of the *Léon Gambetta*. At once followed the band of the New Hampshire with 300 United States sailors.

Then began what perhaps most thrilled the spectators among the events of the day—a sight illustrating Great Britain's naval power which is too seldom seen in Canada. Company after company, headed by their admirals and officers, 2,500 British sailors filed past the Prince and the spectators. The special compliments paid by Lord Roberts to two Canadian regiments, the Royal Canadian Horse Artillery, of Kingston, and the Queen's Own Rifles, of Toronto, by his heading them in the march past, evoked unbounded enthusiasm. The time employed in passing the saluting post was nearly two hours. The review closed with a gallop by the Canadian Field Artillery across the full length of the Plains.

Telegraphic messages were interchanged during the day between the Governor-General and the King. Messages were also received from Mr. Asquith, Lord Minto, the Governor-General of Australia, the Duchess of Argyll, Lord Crewe, and the Governors of several colonies.

The Naval Review.

On Saturday the principal events in the celebrations were a naval review in the morning, a lacrosse match, and a State performance of the pageant in the afternoon, and a dinner at the citadel in the evening to the representatives of Australia, South Africa, New Zealand, and Newfoundland.

His Royal Highness reviewed the battleships in the river, embarking at the King's Wharf, and passing down the line of assembled ships of Great Britain, France, and the United States. Each ship was gaily decorated and flew its national flag. The cruiser *Arrogant*, with the Prince on board, steamed round the international fleet amid the cheers of the sailors. In the afternoon thousands of sailors were entertained in the city and took part in a programme of sports.

State Performance of the Pageant.

The State performance of the pageant in the afternoon was in every respect a grand success. The Prince appeared delighted with all he saw. Popular enthusiasm rose to a pitch over the episode in the armies of Wolfe and Montcalm marching side by side. At the conclusion of the performance the Prince heartily congratulated Mr. Lascelles on the success which he had achieved.

Banquet at the Citadel.

The banquet in the citadel was attended by about 100 guests. In replying to the toast of his health, proposed by Earl Grey, the Prince expressed his pleasure at being in Canada again, and spoke of the interest taken throughout the Empire in the Tercentenary celebrations. Sir Wilfrid Laurier gave the toast of the self-governing colonies. The Earl of Dudley replied for Australia, Mr. Pitts for Newfoundland, Lord Ranfurly for New Zealand, and Sir Hendrik de Villiers for South Africa.

On Sunday his Royal Highness attended morning service at the Anglican Cathedral. There was a solemn Mass on the Plains of Abraham, at which some twenty thousand people were present.

A Gift for the Princess.

On Monday Mr. Fraser and Mr. Murray, the Governor and Premier respectively of

THE QUEBEC TERCENTENARY STAMPS

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Nova Scotia, and Mr. Fielding, the Federal Finance Minister, waited on the Prince of Wales to ask him to convey to the Princess a beautiful fur cloak as the gift of the people of Nova Scotia. The garment was made in Nova Scotia. It is of mink skin and the buttons are of 24 carat Nova Scotia gold, with native pearls and amethysts, the workmanship being entirely native. The gift is contained in a casket of native wood, trimmed with Nova Scotia steel and gold. The inscription on the casket is as follows: "Presented to her Royal Highness the Princess of Wales in token of the loyalty of the people of Nova Scotia." The Prince was much touched by this unexpected proof of affectionate feeling towards the Princess. He spoke most warmly in accepting the gift on behalf of her Royal Highness.

A Motor Trip.

The Prince of Wales, accompanied by Earl Grey, Sir Wilfrid Laurier and members of the Viceregal Household, travelled on Monday by electric train to the old French-Canadian village of St. Joachim, and to the Chateau Bellevue Petit Cap, some thirty miles down the river, where his Royal Highness was the guest at luncheon of Monsignor Mathieu, Rector of Laval University. The object of the trip was that the Prince might see for himself the farms, houses, and "habitants" of the Province. The route to the Chateau lay through a very picturesque district, and the Prince inspected seven farms. He returned by motor through the parishes of St. Anne De Beaupré Anges, Jardin, and Beauport. These parishes are among the oldest in Quebec, and the Prince was much interested in visiting them. The bells were rung in these quaint old towns and the people led by the curés of the parishes heartily cheered the Prince. His Royal Highness visited the famous chapel of St. Anne, which contains a sacred relic which is said to cure diseases.

A Regatta.

In the afternoon the Prince witnessed a big regatta at Quebec. The chief event was an international cutter race, with British, French, and American crews competing. The British bluejackets won easily by 600 yards. This victory created great enthusiasm.

At night there was a French naval display. Two British vessels showed a hundred white lights, two a hundred red lights, and two others a corresponding number of blue. In the same way the rockets tallied with the colours of the French tricolour. First the ships were in darkness. Then suddenly one hundred searchlights concentrated on one point in the heavens, the light being so intense that they were seen at Montreal, a distance of some one hundred and eighty miles. The Prince witnessed a torpedo attack from the *Exmouth*.

PROPOSED MEMORIAL WINDOW TO THE HERO OF QUEBEC TO BE PUT UP IN THE CHURCH AT WESTERHAM.

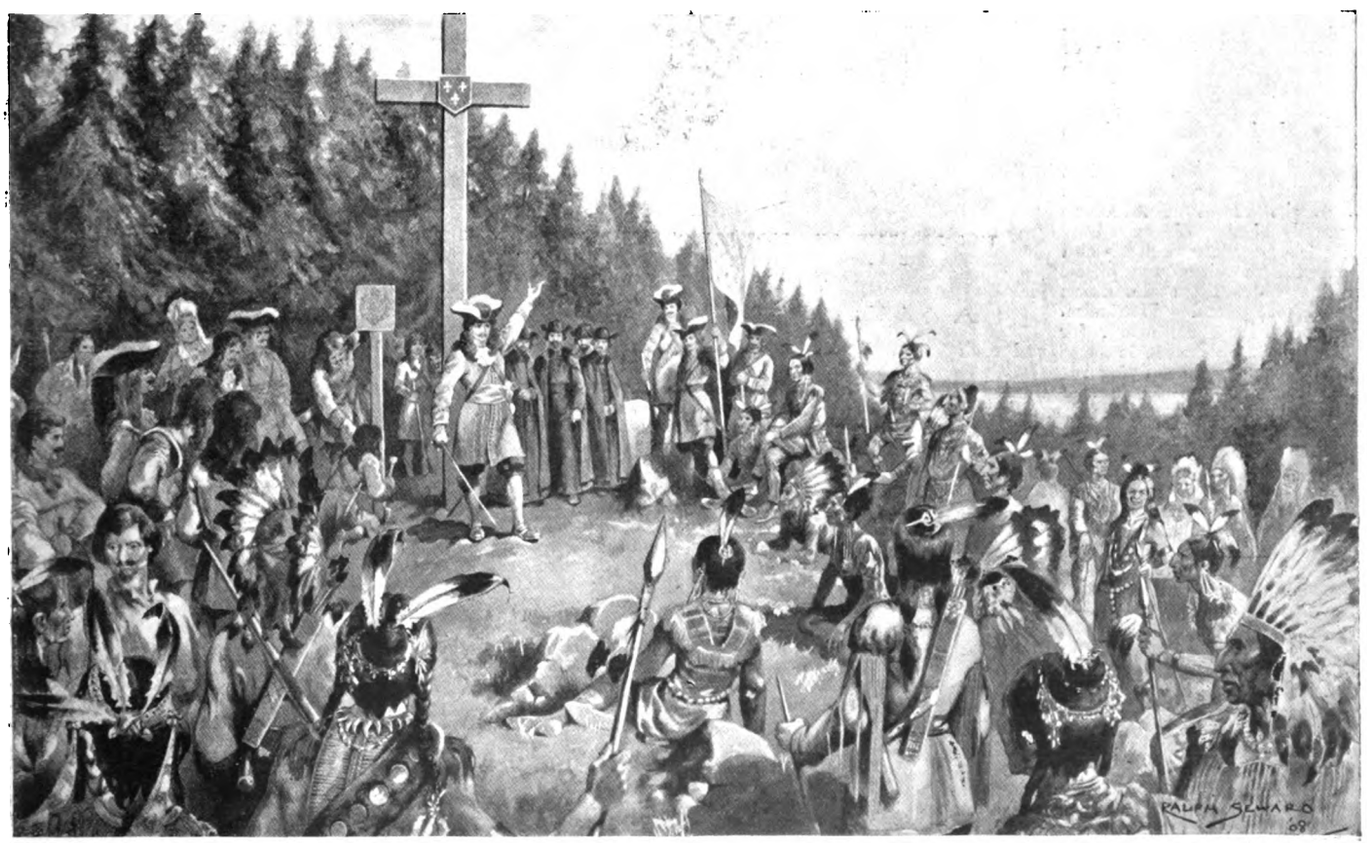
Farewell.

On Tuesday the Prince went aboard the battleship *Exmouth*, where he gave a dinner party, and then proceeded to the *Indomitable*, to be ready to start on Wednesday on his return voyage.

Memorial Service at Greenwich.

On the day that the historic Plains of Abraham outside Quebec were being dedicated as a national memorial by the Prince of Wales, a service was held at St. Alphege's Church, Greenwich, in commemoration of General Wolfe. Here Wolfe lies buried with his father and mother. Among those who attended the service were Field Marshal Sir George White, Mr. Bryce, British Ambassador to the United States, Vice-Admiral Sir John Durnford, president of the Royal Naval College, Greenwich, representing the Navy; Major-General Sir Herbert Miles, Quartermaster-General to the Forces, representing the Head-Quarters Staff of the Army; Count Gleichen, representing the Army Council; Major-General G. F. Browne, Captain E. C. Villiers, R.N., Fleet-Surgeon Stenhouse, R.N., Admiral Sir Cyprian Bridge, Sir Frederick Young, and Major-General Sir Thomas Fraser. The following representatives of regiments which served under General Wolfe at Quebec also attended:—Brigadier-General Hammersley (Lancashire Fusiliers), General Adair (Royal Marines), Colonel Nugent and Mr. Edwards (King's Royal Rifles), Colonel Fanshawe and Captain Firth (Oxfordshire Light Infantry), Lieutenant E. F. Brereton and Lieutenant and Adjutant W. R. Russell (2nd Northamptonshire Regiment), Colonel Coleridge and Captain Wells (Loyal North Lancashire Regiment), Colonel Taylor and Captain Pagan (Gloucestershire Regiment), Lieutenant-Colonel H. Browse-Scaife and Lieutenant and Adjutant R. Otter-Barry (2nd Royal Sussex Regiment), Lieutenant-Colonel A. J. Richardson and Captain B. W. Bogle (East Yorkshire Regiment).

There were also present the Lord Mayor of London and Alderman and Sheriff Sir Charles Wakefield and Alderman and Sheriff Sir David Burnett, who came in State, attended by the City Marshal, the Sword Bearer, and Mace Bearer; the Mayor of Greenwich, in his robes, and the aldermen and councillors of the borough; Lieutenant-General Laurie (Mayor of Paddington), representing the Canadian Militia; Mr. R. K. Causton, M.P. (Paymaster-General), Lord Durham (grandson of the famous Governor-General of Canada), Sir Charles Wyndham, Mr. Arthur M. Grenfell (hon. secretary Wolfe and Montcaln Memorial



From the *Montreal Standard*.] DE LUSSON TAKING POSSESSION OF THE GREAT WEST IN THE NAME OF THE KING OF FRANCE.

ONE OF THE TABLEAUX OF THE PAGEANT ON THE PLAINS OF ABRAHAM.

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Committee), Lord Alexander Thynne (representing Greenwich on the London County Council), Mrs. and Miss Du Moulin (wife and daughter of the Bishop of Niagara), Rev. S. Le Mesurier (vicar of Westerham, where General Wolfe was born), Mr. Streatfeild (of Westerham), and Mr. Archer Baker.

Among the clergy present were the Bishop of Niagara and the Archbishop of Toronto, who delivered an address from the text: "I have fought the good fight, I have finished the course. I have kept the faith; henceforth there is laid up for me the crown of righteousness, which the Lord, the righteous Judge, shall give to me at that day; and not only to me, but also to all them that have loved His appearing." (II. Timothy, iv., 7-8.)

In the course of his address, the Archbishop, in describing the taking of Quebec, said: For nearly three months all Wolfe's attempts upon the naturally almost impregnable stronghold were foiled by the vigilance of the defender. He himself was suffering from wretched ill-health, and appears to have been vacillating in his tactics; but at last he found a point insufficiently guarded, and at day-dawn on September 13, with 5,000 men, scaled the heights and gained the Plains of Abraham. In the battle which followed, the French were driven back upon the city in disorder; Montcalm, in the effort to rally them, was borne back by the rush, and mortally wounded, dying the next morning; the French were routed; Quebec capitulated; and Canada was won for England; but at a heavy cost. The youthful victor died in his thirty-third year, the soldiers noblest death, in the hour of victory, with the shout of triumph in his ears. His body was brought to England and buried on November 20 in the crypt of this parish church. His fame is imperishable on the roll of England's greatest sons who have given their life's blood to win her glory and extend her Empire; and his example will remain an undying inspiration to generations of British subjects at home and abroad, to sentiments of patriotism and deeds of self-sacrifice and valour in the service of King and country. The occasion of this commemoration is that to-day the Heir to the Throne, representing by special commission His Majesty the King, is dedicating the battlefield—the Plains of Abraham—as a memorial park, the gift of the people of England and Canada, to celebrate the 300th anniversary of the founding of the city of Quebec by the heroic Samuel de Champlain. In this celebration the two heroes of the battle of the Plains of Abraham are equally honoured, as they shared the same glorious death and are immortalised in the same public monument erected in Dominion Square—Wolfe and Montcalm. They strove with equal valour for the mastery on this historic spot; and each nationality accords ungrudging recognition to the high qualities of the other. All animosities and rivalries of a racial kind are a thing of the past; have been happily buried.

After the address, the hymn, "Onward, Christian Soldiers," was sung. Here the accompaniment of the band, with the roll of the drums, was very stirring. Prayers for the King, the Royal Family, and the Empire were said; the blessing was given by the Bishop of Woolwich, and the National Anthem was sung by the large congregation with deep feeling. Then came the sounding of "The Last Post" by the buglers of the Brigade of Guards over the spot where in the vaults below lies the body of Wolfe. It was covered by a large Union Jack, upon which were laid three wreaths. The first was of laurels, and was sent by the Wolfe and Montcalm Memorial Committee. The second was of white lilies, carnations, tuberoses, and asparagus fern, tied with a white watered silk ribbon, which bore the words in gold letters, "The paths of glory lead but to the grave. From George Wolfe, of Fornaughts." The third wreath, composed of red, white, and blue flowers, was from the Blackheath branch of the Victoria League.

Banquet at Wolfe's Birthplace.

A banquet was held at the St. George and Dragon Inn, Westerham, Wolfe's birthplace, on Thursday evening last week. The arrangements for the banquet were made by the Rev. Sydney Le Mesurier, vicar of Westerham, and Colonel Warde, Lord of the Manor of Westerham, presided. "The pious and immortal memory of General James Wolfe" was a toast honoured in solemn silence. The assemblage was addressed by Mr. A. M. Grenfell, Dr. John Pallen, Dr. James Douglas, and Mr. R. Mond. The following telegram was despatched from the banquet to the president of the banquet in Quebec:—"Westerham, the place of Wolfe's birth, sends greetings to the place of his immortal victory and death."

The Wolfe-Montcalm Memorial.

The following telegram from Earl Grey has been received by Lord Midleton, the chairman of the Quebec Battlefields Committee:

"His Royal Highness has handed to me the splendid contribution of £10,000, sent to the Battlefields Committee by friends in the United Kingdom as a memorial to Wolfe and Montcalm. Will you take means to convey publicly to the many subscribers to the fund the grateful thanks of myself and the Canadian people, who feel deeply this touching proof of the interest taken in the memorable anniversary now going on, which will certainly prove not merely a further bond of union between the two peoples who are building up this great country, but also between the nations from which they sprang or with which they are connected?"

THIS PORTRAIT, THE PROPERTY OF MR. FRANCIS G. BLIZARD, IS ATTRIBUTED TO THOMAS HUDSON, TUTOR OF SIR JOSHUA REYNOLDS.

A PORTRAIT OF GENERAL WOLFE.

Parliament and the Celebrations.

In the King's Speech when the Dominion Parliament was prorogued on the the 20th ult. the following reference was made to the Quebec celebrations.

"It is very gratifying to observe the patriotic enthusiasm that has been aroused, not only in all parts of the Dominion, but throughout the Empire, at the approaching celebration of the founding of the city of Quebec three hundred years ago by the French navigator, Samuel de Champlain. To add to the glory of the occasion, His Gracious Majesty the King has delegated His Royal Highness the Prince of Wales to represent him at the interesting pageants that will be presented at the event. The presence also of representatives from France and the United States at the ceremonial will be hailed with intense pleasure by the people of Canada, and will be accepted as an evidence of friendship on the part of the citizens of those two great republics."

The Tercentenary Stamps.

The set of postage stamps issued to commemorate the Tercentenary of Quebec are eight in number. Four of them bear portraits. The first represents the Prince and Princess of Wales, the second the King and Queen. Next Cartier and Champlain, and then in connection with the Battlefields park scheme, Wolfe and Montcalm. The second part of the series represents Cartier's arrival before Quebec. On the calm waters of the mighty St. Lawrence stand, in bold relief, the three ships of the discoverer of Canada flying the fluer-de-lys. Another depicts Champlain's departure for the West. Champlain is shown standing on the shore bidding farewell to a few friends, while his companions have already taken their places in canoes. The legend underneath reads as follows:—"Partement de Champlain pour l'ouest." The word "partement," now obsolete, is one used by Champlain for the more modern one "departure."

The same note of old French is used in connection with another stamp giving a view of the first house in Quebec, indeed of Canada, Champlain's habitation, which is called in his narrative "l'habitation de Quebec." This stamp is a clear reproduction of a cut from Champlain's work. Quebec as it was in 1700 is the subject of another stamp. The view is copied from "Bacqueville de la Potherie's histoire de la Nouvelle France." It is a quaint picture of the old city showing steeples here and there, a fort on the river front and in faint lines the Laurentides in the background. All the stamps bear the words "Canada postage," and this line "IIIieme centenaire de Quebec." The Postmaster-General has given special attention to the selection of the portraits and historical scenes to be represented. The carrying out of the engraving part of the plan was entrusted to Mr. Machado, of the American Bank Note Co., who has performed this part of the work in a very creditable manner.

The Victoria League penny to a shilling collection for the Canadian Tercentenary Fund was started two months ago, and during that short was successful in securing the sympathy and interest of persons from all parts of the United Kingdom. The number of contributors now reached 15,727—the sum subscribed £607 4s. 6d.

CHEAP FARM LANDS IN ONTARIO.

A new Crown Lands Agency has been opened at Matheson, formerly McDougall's Chutes, Ontario.

The Government has opened the townships of Bowman and Benoit and the west half of Hyslop for settlement. These have been declared agricultural lands, and are the first new townships to come under the Act passed last session whereby setttlers are entitled to timber and minerals. The settler can take 160 acres at 50 cents per acre, one-quarter of which must be paid in cash. Before the patent issues he must reside thereon three years, clear ten per cent. of the land and erect a house.

Property in the favourite residential suburb of Rosedale, Toronto, with a frontage of 165 ft. and depth of 375 ft. and another lot running from the Ravine to the park drive has been sold for $21,500.

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Our Supplement: The Two Heroes of Quebec.

Being Extracts from "The History of Canada," by John MacMullen.

"SCARCELY fifteen minutes had elapsed since Montcalm had made his principal attack, and already the battle was lost. The Brigadier De St. Ours was killed, and De Senezergues, the second in command, mortally wounded, while the Canadian militia had already broken and fled in confusion. Still, the gallant Frenchman was not dismayed. Riding through the shattered ranks, he cheered the men with his voice, and induced them to reform. Meantime the British troops had reloaded, and Wolfe, resolving to take advantage of the disorder in the French ranks, ordered his whole line to advance, placing himself at the head of the 28th and Grenadiers. For a few moments they move forward steadily, then their pace increases to a run, and, with bayonets at the charge, they rush upon the French. Just then Wolfe was wounded a second time in the body, but, still pressing forward, he received a ball in the breast. 'Support me,' he said, to an officer near him; 'let not my brave fellows see me fall.' He was carried to the rear, and water was brought him to quench his thirst.

"Still the British pressed on with fiery valour. On the right the 35th swept all before them; in the centre the 28th and Louisburg Grenadiers moved firmly on; on the left the 58th and 78th overcame a stubborn and bloody resistance, and the last corps, with its terrible claymore, followed swiftly in pursuit, and supplied the want of cavalry. The fierce struggle fell heavily on the British, but was terribly destructive to the French. They wavered under the carnage; but Montcalm, galloping among his stubborn veterans, called on them to reform, and again oppose the advancing foe. His efforts were in vain; the head of every formation was mowed down by the terrible fire of the British, who, again rushing forward at the charge, compelled his troops to give way in every direction. At this critical period he fell mortally wounded, and from that moment all was utter rout and confusion on the side of the French.

"Wolfe's life ebbs away fast; yet from time to time he essays to look upon the battle, and clear away the death-mist that gathers on his sight. Presently his spirit draws nearer 'to that bourne whence no traveller returneth'; he sinks backward and gives no signs of life beyond a heavy breathing, and the occasional groan of painful dissolution. The French fly in all directions. 'They run! They run!' exclaimed some of the officers who stood by their dying General. 'Who runs?' eagerly asked Wolfe, like one aroused from sleep. 'The enemy, sir,' answered the officer who supported him; 'they give way everywhere.' 'Go, one of you, to Colonel Burton,' said Wolfe, 'and tell him to march Webb's regiment (the 48th) with all speed down to the St. Charles river to cut off their retreat.' His voice grew fainter and fainter as he spoke, and he turned as if to seek an easier position on his side. Four days before he had looked forward to an early death with dismay, but now he felt he would breathe his last breath on the field of victory, and that he had well done his duty to his country. 'Now God be praised! I die happy,' said the gallant soldier, faintly, yet distinctly; and Wolfe, who had won a new empire for his race, passed from this material world to immortality. But while tongue can speak or pen record the annals of the past, he will never be forgotten In a few brief years he had crowded actions that would have reflected lustre on the longest life. The morning of his career had given promise of no ordinary greatness; that promise was more than realised at a period when other men only appear prominently on the world's stage, and his day closed as it reached its meridian in the blaze of one of the most momentous victories that has ever marked the annals of the human race. . . .

"From the field of battle and its immediate results, from the last moments of the immortal Wolfe, let us now turn aside for a brief space and stand at the bedside of the gallant Montcalm. When his wound was dressed, he asked the surgeons if it was mortal, and, being answered in the affirmative, calmly said: 'I am glad of it; how long can I survive?' 'Perhaps a dozen hours, and perhaps less,' was the reply. 'So much the better," rejoined the General, 'I shall not live to see the surrender of Quebec.' To a council of war which hastily assembled he showed that in twelve hours all the troops near at hand might be concentrated, and the British attacked before they had time to entrench themselves; but his proposition was overruled. With him the hope of France in Canada was departing. De Ramegay, who commanded the garrison, asked his orders about defending the city. 'To your keeping,' he replied, 'I commend the honour of France. I wish you all comfort, and to be happily extricated from your perplexities. As for me, my time is short; I shall pass the night with God and prepare myself for death.' To another he said: 'Since it was my misfortune to be discomfited, and mortally wounded, it is a great consolation to be vanquished by so noble and generous an enemy.' He shortly afterwards called for his chaplain, who, with the bishop, administered the last offices of his religion, and remained with him till he died next day.

"Thus terminated the career of a great general and brave man. Trained from his youth in the art of war; laborious, just, and self-denying, he offered a remarkable exception to the venality of the public men of Canada at this period, and in the midst of universal corruption made the general good his aim. Night, the rushing tide veteran discipline, and more brilliant genius, had given his rival the victory, yet he was not the less great; and while the name of Wolfe will never be forgotten, that of Montcalm also is engraved by its side on the enduring scroll of human fame. The latter has been censured for not abiding the chances of a siege, rather than risking a battle. But with a town already in ruins, a garrison deficient in provisions and ammunition, and an enemy to contend with possessed of a formidable siege-train, the fire of which must speedily silence his guns, he acted wisely in staking the issue on a battle, in which, if he found defeat, he met also an honourable and glorious death.

The two engravings we reproduce this week are from the collection of Lady Alice Mahon, who is connected by family ties with Captain the Hon. Arthur Browne, who is represented holding the colours in the picture of "The Death of Wolfe." Captain Browne, who was the brother of Lady Anne Mahon, was the son of the first Earl of Altamont, and subsequently became Colonel of the 28th Foot. He was afterwards appointed Constable of Carrickfergus, and became M.P. for Co. Mayo. He married Anne, the daughter of John Gardiner, of Boston, U.S.A. He died in Dublin in 1779 at the early age of forty-nine. The officer in the cap is General Sir William Howe, a brother of the celebrated Admiral Earl Howe, from whom Lady Alice Mahon is descended.

AN OATFIELD IN WESTERN ALBERTA.

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THE OLYMPIC GAMES.

THE MARATHON RACE.

Eight Canadians Finish.

ALTHOUGH Canada had not the honour to have one of her representatives placed among the winners of the Marathon, she had the distinction of being represented by more runners among those that finished than any other country. Twelve Canadians were entered, and all started. Their names were: F. Simpson, an Indian, of Peterborough; W. Goldsboro, of Toronto; T. Longboat, the Indian runner; F. Noseworthy, of Montreal; H. Lawson, of Toronto; W. Wood, of Brantford; G. Lister, of Toronto; G. Goulding, of Toronto; J. Caffery of Hamilton; A. Burn, of Calgary; E. Cotter, and J. Tait (Toronto). Eight of these finished the trying run of upwards of twenty-six miles in the Stadium.

The race was started from the East Terrace of Windsor Castle by the Princess of Wales at 2.33, and at the sound of the shot the fifty-six runners, who had been ranged in four lines, burst away like a white cloud upon their journey. Down the slopes that lead from the Castle they ran in a bunch, and when they debouched in the streets of the grey old city it was seen that Clarke, an Englishman, and Burn, of Calgary, were leading, with Longboat just behind. Burn, however, fell back, and for some miles the lead was held by Englishmen, Jack, Price and Duncan coming along, as was clearly shown, at too great a pace to last. Meanwhile the Canadians were plodding along steadily in the way they had been trained by Sherring, the winner of the Athens Marathon. At two miles Lawson was close up to the front, and at four miles Caffery was a minute or so behind the leaders. Longboat was by this time going well, although perspiring freely, and had done seven miles in 39min. 55sec. At nine miles, Price, of Birmingham, Hefferon, the South African, and Lord, an Englishman, held the lead. Dorando, the Italian, was fourth, and at twelve miles Longboat lay fifth—time about 1hr. 15min., with Simpson, the other Indian, Burn, Hayes, the winner, and Caffery nearest to him, while after a gap came Lawson, Goldsboro, Goulding, and Cotter. About a dozen, including Duncan, from whom England hoped great things, had retired. At the fifteenth mile the pace told on Price, who sat down, quite run out, and Lord, in the next mile, also collapsed, but eventually went on and finished fifteenth. Longboat, who had up to now been the most prominent of the Canadians, at the end of the seventeenth mile was second, being led by Hefferon. His time was 1hr. 37min. 29sec. Dorando was third. The Indian at this stage was alternating walks with sprints, and at the twentieth mile was forced to give up. Wood was then the leading Canadian, lying sixth, with Hayes third, Welton fourth, and Forshaw fifth. The Canadians were almost all running strongly in the finishing stages, but they could not make up the ground to catch the leaders. The first Canadian to enter the Stadium was W. Wood, of Brantford, who completed the distance in 3hr. 1min. 44sec. Dorando's time was 2hr. 54min. 46 2-5 sec, and Hayes, the adjudged winner, 2hr. 55min. 18sec. Wood was followed by two other Canadians, F. Simpson (3hr. 4min. 28 1-5sec.), and Lawson (3hr. 6min. 47 1-5sec.). Caffery came home eleventh (3hr. 12min. 46sec.), Goldsboro sixteenth (3hr. 20min. 14sec.), Goulding twenty-second (3hr. 33min. 26 2-5 sec.), Burn twenty-fourth (3hr. 50min. 14sec.), and Lister, the last man to enter the Stadium, twenty-seventh (4hr. 22min. 45sec.). Thus eight Canadian competitors out of twelve finished against five United States out of eight, and four Britishers out of ten.

R. KERR CHAIRED BY HIS COMRADES, AFTER WINNING THE 200 MÈTRES.

KERR'S BRILLIANT VICTORY.

In the short distances R. Kerr, of Hamilton, was very prominent. As he won the British Amateur championships for the 100 yards and 220 yards a fortnight before the Olympic Games commenced, much was expected of this young runner. He was unlucky in disappointing the supporters of the Dominion, for, although winning his heat and the semi-final of the Hundred Mètres in excellent time, he was beaten in the final by R. E. Walker, of South Africa. Time, 10 4-5 seconds, which equals the Olympic record. Rector, of the States, who was given by the judges as second, is stated by some of those present to have been beaten by Kerr by six inches, but the Canadian was only given third place.

The 200 Mètres.

Kerr in this case came into his own, winning in splendid style. In his heat he beat Hamilton of the States by nine inches in 22 2-5 secs. Kerr's splendid start was particularly noticeable in this race, and he led throughout. In the final he was opposed by two Americans, Cloughen and Cartmell, and a Britisher, Hawkins. The race produced a tremendous finish, the last of the four men being within the length of a yard of the worsted as Kerr struck it. Running in stringed paths all the way around the bend of the track on which the race was started, and being handicapped proportionately to their respective positions (the outside runners naturally receiving graduating allowances from the one nearest to the inner edge), it was difficult to see who was leading until the turn into the straight was made. Then, however, Kerr was perceptibly leading. He looked like winning by a full yard. But he was being very rapidly caught in the remainder of the journey, and he only won by a bare nine inches from Cloughen, who was a foot in front of Cartmell, and only another half yard away was Hawkins—a great race, won in 22 2-5 sec. Kerr, amidst ringing cheers, was carried to his dressing-room by his comrades. The win was all the more popular as the Canadian's hard work since his arrival appeared to be beginning to tell upon him.

110 Mètres Hurdles.

E. Savage was second in his heat. Time, 15 4-5 secs.

400 Mètres.

L. Sebert was beaten by four yards by W. C. Robbins, of the States, in 49 secs. The Canadian ran well, beating Atlee of the States for second place, but he had not sufficient distance to catch the winner.

Running Long Jump.

G. Barber, F. Lukeman, and C. Brecker competed for Canada, but the last-named only qualified in the final. In the second section Barber jumped 21 feet 0½ in. against the 23 feet 3¾ in. of Kelly the winner. In the fourth section Lukeman was second, with 21 feet 7½ in. Brecker won his section with 23 feet 3 in. In the final Brecker obtained third place, with 23 feet 3 in., F. C. Irons (U.S.A.) with 24 feet 6½ in., and D. J. Kelly (U.S.A.) with 23 feet 3¾ in., being first and second respectively.

Pole Jump.

E. Archibald took third place. Height: 11ft. 9in. The winner jumped 12ft. 2in.

Hop, Step, and Jump.

J. G Macdonald covered 48ft. 5¼in., obtaining second place.
J. E. Ahearne (U.K.), the winner, covered 48ft. 11¼in.

The Distribution of Prizes.

The Queen, who had been present on the Friday afternoon to witness the finish of the Marathon race, again visited the Stadium on Saturday to present the gold medals to the successful competitors. The winners of second and third prizes, diplomas of special merit, and commemorative medals, including two or three ladies, received them at the hands of the Duchess of Rutland, Katharine Duchess of Westminster, and Lady Desborough.

The Queen presented to Dorando a gold cup as a mark of her appreciation of his brave effort to win the Marathon Race, and of her sympathy with his disappointment at being disqualified.

The *Times*, commenting upon the Canadian representatives at the Games, said: "The Canadian Olympic Athletes furnish a good example of the combination of physical excellence with other qualities which make athletics a higher thing than they may sometimes appear to be on the surface. The bearers of the red maple leaf have shown throughout these games a dogged pluck and a cheerfulness in the face of disappointment which the representatives of none of the other nations have surpassed."

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CANADIANS AT BISLEY.

Many Successes.

The Canadian team which has been shooting at Bisley this year has had the distinction of providing in Major J. M. Jones, of the 82nd Regiment, P.E.I., the fifth highest scorer in the King's Prize. The winner, Pte. G. Gray, 5th Scottish Rifles, made 325. Major Jones's score was 319, and he obtained the N.R.A. badge and £20. Lieutenant C. D. Spittal, C.A.S.C., Ottawa, who was at the end of the 900 yards' range two points ahead of the winner, obtained the N.R.A. badge and £15, with a score of 317. Other Canadian winners in the King's Prize competition were: Col.-Sergt. J. Freeborn, 13th Regiment, Hamilton (314); Arm.-Sergt. S. S. Brown, 19th C.M.R., Edmonton (314); and Sergt. F. H. Morris, 46th Regiment, Bowmanville (311), who each obtained the N.R.A. badge and £12; and Pte. A. Steele, 30th Regiment, Guelph (305), and Sergt. W. A. Smith, G.C.C.G., Ottawa (304), who won the N.R.A. badge and £8. Canada's biggest success was obtained by Sergt. T. S. Bayles, who won the Imperial Tobacco trophy, which is worth £52. The conditions were ten shots at 1,000 yards. Sergt. Bayles made 46. Lieutenant Spittal obtained a prize of £3 with a score of 44.

The Canadian competitors also shot remarkably well in the St. George's Vase. Sergt. F. H. Morris obtained the bronze cross and £20, after shooting off tie shots with Lieut. W. S. Craster, of Rhodesia, and Corpl. H. Britton, 7th A. and S. Highlanders. His score was 137 against the winner's 138, and his tie shots were 5-5-4. Lieut. C. D. Spittal won the N.R.A. badge and £10 with a score of 135. Lieut. T. Love won the N.R.A badge and £8. St.-Sergt. T. S. Bayles and Pte. B. W. Williams each obtained £5 in the same competition.

In the Graphic shoot Lieut. J. Sclater, of Canada, won two sketches and £5, and Lieut. Love £3 8s. 10d.

Sergt. Morris won, in addition, the Challenge Trophy, N.R.A. gold cross, and £20 in the Grand Aggregate, with a score of 330. Lieut. Spittal also won an N.R.A. bronze cross and £3 with a score of 323; Lieut. Love and Lieut. Sclater, and Staff-Sergt. Bayles each a bronze cross and £2; and Arm.-Sergt. Brown, Sergt. W. A. Smith, and Capt. Crave won £2 each.

THE CANADIAN TEAM AT BISLEY.

Lieut. Spittal took second place in the Volunteer Aggregate, winning £10. Sergt. Morris won £3, and Arm.-Sergt. Brown, Pte. Leask, and Sergt.-Major Utton £2 each.

In the S.R. Association Cup Lieut. Sclater won £5.

Colonel Labelle "At Home."

Bisley Camp was the scene of a very pleasant function on Thursday last, when Lieut.-Col. A. E. Labelle, the Commandant of the Canadian Rifle team, held a reception at the Canadian bungalow. Mrs. Donald MacMaster acted as hostess. The weather was glorious, and the many Canadians who availed themselves of the Colonel's hospitality spent an enjoyable afternoon on the verandah listening to the music or visiting the firing line.

Amongst the guests were noticed Major-General Bland Strange and Miss Strange; Major McGrath and Miss McGrath; Judge Dawson, Winnipeg; Mr. Justice MacLaren, Toronto; Captain A. Cecil Gibson, Toronto; Mr. Donald MacMaster, K.C.; Mr. J. G. Colmer, C.M.G.; Major W. Mathers; Major P. T. Godsal; Mr. W. L. Griffith, Secretary to the High Commissioner; Mrs. and Miss Melville Jones, Toronto; Major and Mrs. Gardner Johnson, Vancouver; Mr. E. H. Turnbull, Montreal; Mr. D. B. Stewart, Prince Edward Island; Mr. J. Gordon Jones, Toronto; Mr. and Miss Fitz-Gibbon, Toronto; Mrs. Bound; Mr. H. and the Misses Moody; Mr. H. L. Symons, Toronto; Mr. G. M. Alexander, Toronto; Mrs. and Mr. E. W. Owen, Montreal; Mr. and Mrs. Cherry; Captain C. S. Sanguinette; Mr. W. Newson; Miss A. E. Hodgins, Montreal; Miss Kirk, Montreal; Mr. G. P. and Mrs. Hood; Mrs. Armstrong Black; Mr. and Mrs. F. S. Cockburn; Alderman J. Levy, Montreal; Miss E. Fisher; Mr. J. Hood; Mrs. Roberts; and Mr. M. C. Matthews.

The 2nd Battery Roval Canadian Artillery are to be re-armed with the new 18-pounder field gun, which is the standard arm of the Imperial service. It is expected that the new arm will be issued in time to allow of them being used at the artillery camp at Petawawa in September. The new gun is the pattern with which the British Artillery were supplied last year. It fires an 18-pound shell instead of 15, as formerly, and have greater penetrative powers. All the Canadian artillery will be armed with the new gun in time.

CANADA IN EDINBURGH.

An Interesting Exhibit.

The pavilion erected by the Canadian Government at the Scottish National Exhibition is both externally and internally one of the most artistically decorated and compact buildings on the grounds. The interior of the building is practically circular in shape, with a tapering column in the centre, filled in with Canadian products, such as flour, jam, honey, fruit, whiskey, cereal foods, desiccated vegetables, whilst a brand of Canadian champagne displayed has caused not a little comment on the variety and range of Canada's products. The whole is surmounted by a representation of a crown, which during the evenings is prettily illuminated by festoons of miniature electric lamps. There are also inset on the column illuminated portraits of the King and Queen, and the Prince and Princess of Wales, whilst around the base of the dome are others of Lord Strathcona, Sir Wilfrid Laurier, and other prominent Canadians, and also scenes from Canadian farm life. All round the interior of the building is a varied and interesting collection of Canadian products, animal, mineral, agricultural, and commercial. The big game section includes buffalo, deer, musk, cow, moose, white fox, and a huge grizzly bear, standing 8ft. 3in., one of the largest specimens ever shot in the Dominion. It now bears in its paw a huge sheaf of corn, and thus draws attention to the fact that half a century ago Canada's big game was bear, and to-day her "big game" is wheat.

Amongst the minerals, the most conspicuous exhibit is a quantity of asbestos in its crude state, cloth from which material is extensively used throughout the exhibition for fireproof purposes. The different stages of the pulp industry are well illustrated, and one is struck by the great many useful purposes for which pulp serves, the articles ranging from buckets and tubs down to paper of the finest texture. The whole scheme of interior decoration is very skilfully and tastefully carried out, the manner in which the sprigs of corn and other cereals are used for decorative purposes (as may be seen from the photographs) being quite a happy inspiration. Mr. T. H. Race is the commissioner in charge of the exhibit, and much of the fine effect is due in no small measure to Mr. A. W. Despard, the secretary and decorator. The enclosure round the building is land out with effect. On either side of the entrances the flower beds represent a huge maple leaf.

Though the exhibit, of course, is not of the dimensions of that of Shepherd's Bush, Mr. Race is certain that it will show a really good return in furnishing Canada with the proper kind of emigrant. Nowhere could a better centre be found than the Scottish National Exhibition, where an appeal is made to the settler the West most desires.

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NOVA SCOTIAN CELEBRATIONS.

The Semi-Tercentenary of Self-Government.

The semi-tercentenary of the establishment of Parliamentary Government in the seaboard provinces is to be celebrated at Halifax during the week August 17-20. Free institutions were conferred upon Nova Scotia in 1758 under the regime of the elder Pitt. Nova Scotia enjoys a unique historical setting. It was that section of all the North American Continent first discovered, as well as first settled, by Europeans, and was also the first part of Canada to be brought under the British Crown. During the centuries it plays so prominent a part in the drama of over-seas dominion as to acquire the title of being the "Province of Destiny."

Nova Scotia has made good its initial launching as the Mother of Colonial Parliaments. The prestige thus acquired has ever been maintained by her public men. Two of the Prime Ministers of Canada were trained in her Parliament. The Minister of Finance came to the House of Commons after a distinguished career in the Premiership of Nova Scotia. More than one-half of the present Nova Scotian contingent in the House of Commons are graduates of that Parliament founded 150 years ago.

The coming celebration will be attended by the Governors and Premiers of several of the provinces. The Hon. R. Lemieux will deliver one of the leading addresses on the occasion.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO.

Ottawa.—A deputation of nearly one hundred gentlemen, from points along the route of the Montreal, Ottawa, and Georgian Bay Canal, as far west as Fort William, and as far east as Montreal, have waited upon the Government to urge that $10,000,000 should be appropriated to start the construction of the canal. The deputation was introduced by Mr. C. A. McCool, M.P. for Nipissing. Senator David presented the views of the City Council of Montreal in support of the enterprise. Sir Wilfrid Laurier was unable to promise that the Government would undertake the immediate construction of this canal. The Government must have time to consider the report of the survey and the financial considerations involved before any decision was reached.

——The Ottawa City Council has passed a resolution endorsing a proposal to establish a municipal ice house, with a view to breaking the monopoly among the ice men in Ottawa, and supplying poor people with ice during the summer.

Niagara Falls.—The Queen Victoria and Niagara Falls Park Commission, which has charge of the preservation of that section along the Niagara River, where the Canadian battle was fought early in the nineteenth century, has now decided to build a road along the bank of the Niagara River, from the Queen Victoria Park to Fort Erie. The road will be twenty-two miles long, will cross the Welland or Chippewa River, and, when it reaches Fort Erie, will end in the Old Fort grounds, which the Commission has preserved for a park. The road will be 100ft. wide, the banks will be protected by stone, to prevent erosion, and wherever the bank juts out into the river the small peninsulas will be dotted with flowers, trees, and shrubs; 15ft. back from the bank a grass way will be made; then there will be a roadway 25ft. wide, 18ft. of which will be of macadam. Then will be planted an avenue of trees, with a cinder-path, and a way for bicycles, and a space will be reserved for a right-of-way for a double track electric railway. There will also be a bridle pathway, and a space left at the edge of the road for entrance to cottages, which will no doubt be built as soon as the project has been carried out.

Fort William.—The town has suffered severely by a fire which broke out in the business section of the city. The loss is estimated at $200,000.

Woodstock.—The Broadway School has been destroyed by fire. The loss was estimated at $12,000, partially covered by $7,000 insurance.

Berlin.—The Council has passed a resolution asking the Mayor to sign the contract with the Hydro-Electric Power Commission for 1,000 h.p This is the amount asked for, and Berlin pays $24 per horse-power. It is stated that Berlin can use Niagara power more advantageously than any other municipality in the power union.

Stratford.—The Stratford Grand Trunk shops have resumed the nine-hour day. The shops have been working on short time since last winter.

——The corner-stone of the new Zion Evangelical Lutheran Church has been laid. The church will cost about $18,000.

Cornwall.—Navigation has been resumed on the Cornwall Canal, sufficient dredging having been done to remove the silt caused by the recent subsidence of the banks.

Port Arthur.—Coal receipts at the Canadian Northern docks are increasing daily, and it is expected that a rush will continue from now until the close of navigation The dock has recently not an idle moment.

Guelph.—The ratepayers have passed a by-law deciding that the city shall give $10,000 and a site on the market square, valued at about the same figure, towards a building the Government promises to erect at a cost of $30,000 for the Winter Fair. The Government has promised that the fair shall now be located in Guelph for a term of years.

Walkerville.—A grievance against the Dominion Government for failing to provide the town with any kind of a Federal building is to be removed, the Government having appropriated $8,000 for a post office and Customs office.

QUEBEC.

Quebec.—Much damage has been caused by forest fires in the district between Montreal and Quebec. One of the trains between the two places was held up for some hours.

——The Hon. W. A. Weir, Provincial Treasurer, has issued a statement, in which he claims that the promised surplus of a million dollars for the Province's financial year, as well as a surplus of several thousands, has been obtained. After paying all ordinary and extraordinary charges for the year, including a number of items usually marked up to capital account, together with half of the $100,000 voted for the Quebec tercentenary, and a number of back accounts, Mr. Weir estimated that the surplus would be sufficient to pay the second half of the tercentenary grant.

Montreal.—The draft of a by-law providing for the annexation of the town of St. Louis to Montreal has been drawn up. In the event of the ratepayers passing the proposal the annexation will take place, in spite of the local council, a majority of the members of which wish to put off annexation until January, 1910, after they have raised and expended a new loan of $625,000.

——The Sisters of the Congregation of Nôtre Dame have now moved into their new home—a fine building, costing $470,000—in Sherbrooke Street. The Sisters thus move from a site they have occupied since the order was founded in Canada, some two hundred years ago, by Margaret Bourgeois.

——Mr. Angus W. Hooper has been appointed to the post of Royal Danish Consul-General for Canada, with headquarters at Montreal. He has established his Consular offices at 36, Chaboillez Square.

Shawbridge.—Mr. C. S. J. Phillips, treasurer of the Boys' Industrial Farm and Training School here, has received the very generous donation of $5,000 from two lady friends of the institution. Mr. Phillips says the boys' residence is rapidly nearing completion.

Magog.—Work has been begun on the new public buildings, which are to be built here at a cost of $20,000.

Granby.—The erection of a new rubber factory has begun.

Ste. Anne de Beaupre.—Five hundred American pilgrims recently visited the famous shrine here.

NOVA SCOTIA.

Halifax.—"The Maritime Provinces are prospectively prosperous," says Mr. A. M. Bell, ex-President of the Halifax Board of Trade, in a recent interview. "The hay crop is an unusually good one. Already the farmers are beginning to cut, which is unusually early. The fishing outlook is excellent, while lobster men are doing well, but it will take some little time to turn all these things into money. The gold mining industry is also reviving somewhat, which means a good deal to the province. Building in Halifax is brisk, and has been for some time. Collections are good, and the volume of trade is fully equal to last year."

——The Nova Scotia Exhibition will open on September 2 and last until the 10th. There will be a greater display of machinery and more manufactures. The prize list for live stock has been increased by the addition of new sections. The full premium list is $20,000. Seven days of horse racing, for purses totalling $6,000, will be arranged.

——The annual meeting of the Maritime Board of Trade will be held in Halifax on August 19.

Port Hood.—The Board of Conciliation and Investigation, appointed under the Lemieux Act, to adjudicate on questions in dispute between the coal miners and the company at Port Hood, recommends that no increase of pay be given to the miners, on the ground that they are fully as well paid as at other collieries in the Maritime Provinces. For labourers and other classes employed at the mines, however, a 10 per cent. increase is recommended.

NEW BRUNSWICK.

Fredericton.—A proposal has been made at a meeting of the New Brunswick Board of Fire Underwriters that fire insurance rates in this province be reduced 25 cents on the $100, dating from June 30 last. The reduction will be made on condition that a distinct agreement be made between the underwriters and the city that the single system only will be used, instead of the present system, which is run on a high and low level basis.

——The drought which this province has experienced has been intensified by forest fires, which are making terrifying progress. Near St. Martin's coast of St. John, in a territory of seven miles, much of the valuable hardwood timber land has been destroyed.

St. John.—The tax rate for St. John for 1908 has been fixed at $1.86, which is 7 cents below last year's rate.

——The Civic Treasury Board will recommend the City Council to issue bonds for $13,000 to provide fire escapes for school buildings and $40,000 to enlarge the Winter Street school.

PRINCE EDWARD ISLAND.

Charlottetown.—The 82nd Regiment has been presented with a new stand of colours. The Premier, the Hon. G. E. Hughes, Colonel Warburton, and Colonel Stewart were present and made speeches.

MANITOBA.

Winnipeg.—The annual exhibition was the most successful yet held. The exhibits exceeded by 70 per cent. the number of exhibits at any previous exhibition in Winnipeg, and the main purpose of the exhibition—the providing of a comprehensive display of the progress of the country in agriculture, stock-raising, and dairying development—was kept well in the foreground. In the horse classes there were about 500 entries, while last year there were not 350. In the cattle classes there were last year a little over 400 entries, while this year there were 475. In sheep and swine there was a decided increase of exhibits, and in poultry over 400 more entries than any

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

previous year. In the dog show there was a remarkable interest displayed, there being twice as many entries as last year, a list of about 550 being evidence of the undoubtedly greatest dog show ever held in Western Canada. A feature of exceptional interest to the farmer was the holding of the farm motor competition, the first of its kind ever held on the Continent of North America, in which competed motors from Great Britain, United States, and Canada. The contests included ploughing, discing, harrowing, drawing, and belt-driving.

St. Boniface.—Messrs. Wood, Gundy, and Company recently informed the Council that they were prepared to take a further $175,000 city debentures at the price of 95.11, with accrued interest. At the same time, they asked for a further option of a month from date on the remaining $165,000 of the original $690,000 offered, and expressed satisfaction with the way the market had taken up St. Boniface debentures. The Council accepted the firm's proposals.

Elgin.—The school trustees had expected to dispose of their $3,000 school district debentures at par, with accrued interest, from March 1 to August 1, but the continued financial stringency seems to have affected the demand for school debentures. Most of the tenders received for the Elgin issue were low, and the issue went to Mr. T. J. Moffatt, of Elgin, at par. Considerable building is being carried on here.

SASKATCHEWAN.

Regina.—There seems to be considerable opposition in the city concerning the advisability of proceeding with the trunk sewerage and water works schemes. The city has a debenture debt of $1,576,135. Its assessment roll for the year 1907 is $11,147,571. It is urged that the city must reflect as to whether now is the time to institute large municipal schemes.

——It is stated that Professor W. C. Murray, of Dalhousie University, Halifax, is likely to be appointed President of the Saskatchewan University.

Moose Jaw.—$110,000 5 per cent. debentures for the erection of a Collegiate Institute have been taken up by Messrs. Wood, Gundy, and Company, Toronto.

ALBERTA.

Edmonton.—The city's builders have not failed to take advantage of its excellent situation, and splendid structures have been erected to bear witness to an abiding faith in the future of the town. The banks have, as usual, been pre-eminent in this connection, but there is also a fine lot of hotels and mercantile establishments. The action of the Government in selecting Edmonton as the capital of the province undoubtedly gave it a boom, and the new Parliament buildings now in course of construction are expected to prove one of the city's finest structures. There is also being erected a new post office building, while the installation of a double-tracked street railway line is also taking place.

——The Dominion Government is to be asked to construct a concrete breakwater along the bank of the river.

Calgary.—$20,000 school debentures have been sold to Messrs. Stimson and Company, Toronto.

——Amendments to the Liquor Licence Ordinance, passed at the last session of the Legislature of Alberta, have come into force. The most important change brought about by this amendment is in the hour for closing hotel bars. Bars in all hotels in the province are required to close at 10 o'clock instead of 11.30 as formerly.

Lamont.—The Council, after making a few changes in the assessment for 1908, which totals $275,000, have made their estimates of necessary expenditure for the current year. A rate of nine mills has been fixed. This is an increase of three mills for last year.

BRITISH COLUMBIA.

Victoria.—The City Council is considering a by-law to borrow an additional $100,000 to meet current expenditure.

Vancouver.—The local ratepayers are to vote to-day (August 1) on three by-laws. The first is for $400,000 for waterworks purposes, the second for $185,000 for school purposes, and the third for $133,500 to enable the city to acquire lands and foreshore rights on Burrard Inlet and the extension thereof for the purpose of a public deep water wharf and approaches. All the debentures are for a forty-year term, and the interest in each case is 4 per cent. per annum.

——The amount of the whole rateable property of the city, according to the last revised assessment roll, is $46,661,170. The total amount of the existing debenture debt is $7,158,500, irrespective of debts incurred for local improvements, of which none of the principal or interest is in arrears. The debentures will be payable at such banks in Vancouver, London, England, or elsewhere, as the Council by resolution may direct the secretary. It will be recollected that Vancouver recently awarded to Messrs. Æmilius, Jarvis, and Co., of Toronto, a block of $1,975,000, which amount was for bridges, sewers, and street improvements.

New Westminster.—The British Columbia Electric Railway Company is to expend $2,500,000 in building the Chilliwack tram line, besides laying the new link in the belt line connecting Ebure with New Westminster. The improvements of the Sumas Dyking Company will cost $1,000,000.

Burnaby.—This municipality's rate on improved land is 9½ mills, with a school rate of 2½ mills. On wild land the levy is 21½ mills.

North Vancouver.—The rate for the current year is 20 mills.

Golden.—This town has declared a rate of 28 mills, the total assessment being $1,073,596.

CANADIAN SUPPLEMENTARY ESTIMATES.

Supplementary estimates amounting to $10,665,657 were brought down before the Canadian House rose by Mr. Fielding, Minister of Finance. The main estimates for the year totalled $119,237,091, making $129,892,748. The summary of the expenditure by Provinces is as follows:—

Public Buildings.—Nova Scotia, 15; Prince Edward Island, 1; New Brunswick, 10; Quebec, 50; Ontario, 82; Manitoba, 12; Alberta and Saskatchewan, 20; British Columbia, 19. Total, 209. Harbours and Rivers.—Nova Scotia. 148; Prince Edward Island, 22; New Brunswick, 41; Quebec, 127; Ontario, 86; Manitoba, 5; Alberta and Saskatchewan, 3; British Columbia, 23; Yukon, 1. Total, 456.

Among the larger items of the supplementary estimates are $200,000 for annual drill, including the expense of the Quebec review; $100,000 for a survey of the proposed new railway from Saskatchewan to Hudson Bay, $100,000 to pay the expenses of the flooding of lands along the Trent Canal, $150,000 to defray the cost of repairing breaks in the Cornwall Canal, $200,000 for the new Victoria Memorial Museum at Ottawa, $100,000 for the Fraser River ship canal, $355,000 for the Maritime Province dredging plant, $300,000 for dredging in Ontario and Quebec, $200,000 for a new dredging plant for Ontario and Quebec, $150,000 for a dredging plant for British Columbia, and $81,000 for fish-breeding establishments.

For harbours and rivers in Quebec, $603,030 is required, and in Ontario $587,505. Among the miscellaneous items are $10,000 each for monuments to the memory of the Hon. George Brown and D'Arcy McGee. Steamship subsidies total $243,000, including $180.509 for service between Canada and Australia, and $48,666 for service between Canada and China and Japan. The Canadian Mining Institute gets $10,000 for entertaining British engineers and geologists. The marine investigation costs $15,000. An additional $15,000 is in for salaries of civil service commissioners. To prepare voters' lists in New Ontario, $10,000 is set down.

Obituary.

The deaths of the following are recorded:—

Lieut.-Colonel J. R. Wilkinson, the organiser and first commanding officer of the Essex Fusiliers. Lieut.-Colonel Wilkinson also achieved considerable prominence as a writer of poetry, and his first work, "Canadian Battlefields, and Other Poems," enjoyed a wide circulation. He was seventy-one years of age.

"Jock" Fleming, who won renown during the civil war by taking the confederate cruiser *Tallahassee* through the eastern passage of Halifax Harbour in 1864, eluding the northern fleet that was lying in wait. The *Tallahassee* was trapped in Halifax while coaling, and was given forty-eight hours by the British admiral in which to escape or surrender. In the dead of night Fleming took the Southern cruiser down the eastern passage, a shallow, unused channel on the eastern side of the harbour, used only by fishing boats, and, when morning broke, the *Tallahassee* had vanished. He was ninety-eight years of age when he died, and had been a pilot sixty years.

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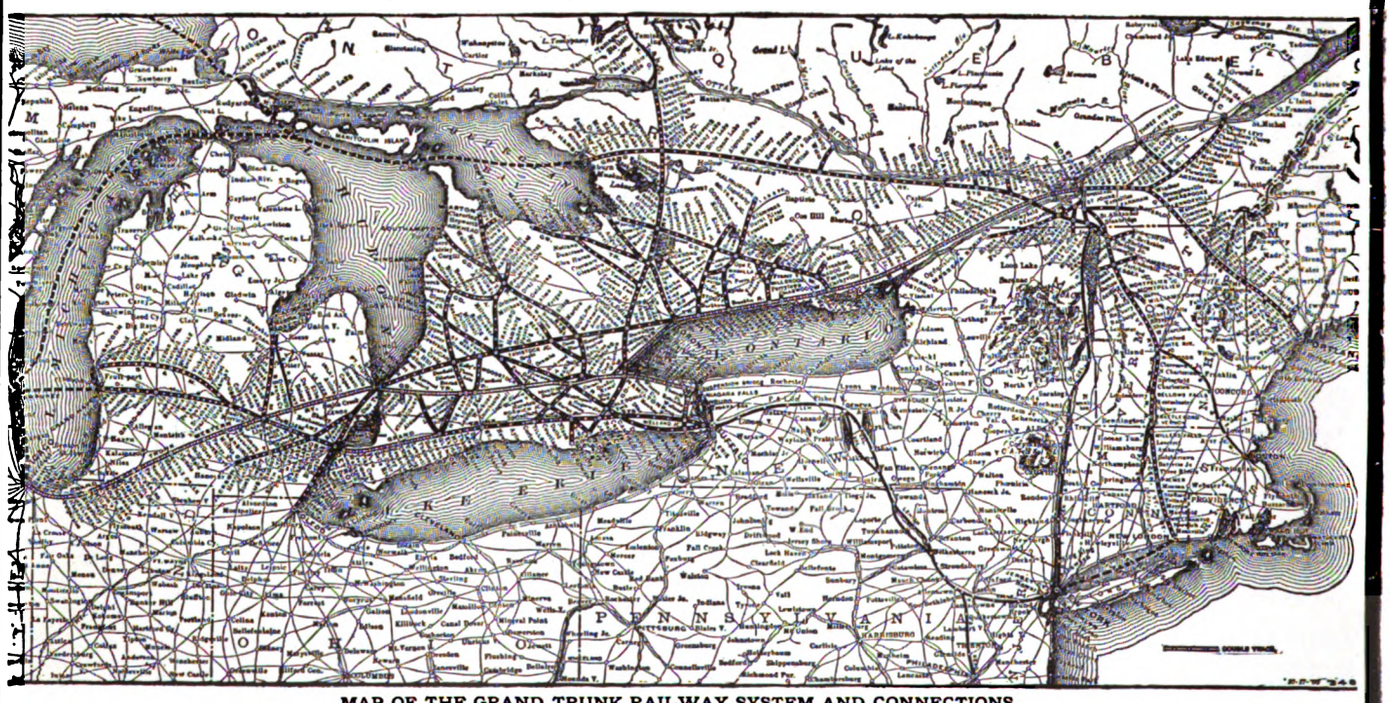

MAP OF THE GRAND TRUNK RAILWAY SYSTEM AND CONNECTIONS.

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PURELY PERSONAL

Sir Wilfrid Laurier is to make a tour of Ontario before he goes West. The Premier, who, it was announced, would spend a few weeks at Arthabaskaville after the Quebec fêtes, will, it now turns out, return at once to Ottawa, wind up a number of outstanding matters, and start on a tour of Ontario about August 20. Then he will probably go West, and should return to Ottawa about the end of September.

Mr. Robert Bickerdike, M.P., and the Misses Bickerdike are to spend several months in Europe now that the session of Parliament has closed.

Mr. Bourassa, the leader of the new Nationalist party in Quebec, is spending a holiday in Europe.

The Hon. Dr. Pyne, Minister of Education for Ontario, is visiting England to investigate industrial training conditions in connection with the projected technical schools for the province and the technical training to be instituted in the public schools. The schools for the deaf and blind are also to be reorganised, and Dr. Pyne will give attention to this problem while in the Old Country.

Lady Murray, the Hon. Misses R. and W. Murray, and Mrs. Amelia Weir, of Edinburgh, have taken up residence at the Royal Muskoka Hotel, Muskoka Lake, for the summer. The party will shortly be joined by Lady Murray's two sons, accompanied by their tutor, who will camp out in Muskoka district.

The Hon. J. D. Hazen, Premier of New Brunswick, with Mr. Grimmer, the Surveyor-General of New Brunswick, and their respective families, recently enjoyed a canoeing trip on the Tobique River. One night some of the party had an exciting adventure with a moose. Mr. Grimmer, Miss Grimmer, Miss Hazen, and two guides were out in a canoe with a lantern, paddling around to catch sight of moose. In the shallow water they passed a big bull. The light was so placed that he could not see the canoe. Some one changed the position of the lantern, and it flashed in the animal's eyes. Frightened, it sprang for shore, with the result that its fore-feet landed in the canoe and brushed against the Surveyor-General. Another bound and the moose leaped clear of the canoe, which, however, sank with the whole of the party. Fortunately, the water was shallow, and nothing worse than a ducking was experienced.

The Hon. W. H. Tuck, ex-Chief Justice, has been presented with a complimentary address by the Barristers' Society of New Brunswick in commemoration of his many years of service in the province.

Colonel C. and Mrs. Gardiner, Professor F. H. H. and Mrs. Calhoun, the Rev. Dr. J. A. Carmichael, Archdeacon W. R. Clark, Archdeacon J. Kerr and Mrs. Kerr, and Professor K. J. Rendtorff have returned to Canada by the Dominion liner *Southwark*.

Major D. R. Street has been gazetted Lieutenant-Colonel commanding the Governor-General's Foot Guards, vice Lieutenant-Colonel Bate, who is transferred to the Reserve of Officers. Captain J. F. Cunningham has been appointed Major.

Among the departures to Canada in the Allan liner *Tunisian* on her last voyage were the Rev. Canon Cody, Mr. and Mrs. F. Beardmore, Mr. Victor Grayson, M.P., Archdeacon Raymond, and the Rev. E. M. Hill.

The Archbishop of Toronto was present at the annual distribution of prizes to the boys of the Haberdasher's School at Hatcham.

Mr. James Wilson Morrice, the Canadian artist, who is perhaps better known in Paris than in London, is exhibiting a painting, "Le Quai des Augustins," at the London Salon, now being held at Albert Hall, under the auspices of the Allied Artists' Association.

DEATH OF MR. P. B. BALL.

The announcement of the death of Mr. Peter B. Ball, Canadian Trade Commissioner at Birmingham, which took place at his residence at Moseley after a surgical operation, came as a painful surprise to his many friends. Mr. Ball was born at Guelph, Ontario, in 1852, his father being the late Rev. Dr. Ball, an eminent

THE LATE MR. PETER B. BALL.

Presbyterian divine. He had a successful business career in Canada as a manufacturer's agent, and was known in that sphere from the Atlantic to the Pacific. In 1903 Mr. Ball received the honour of being appointed the first Canadian Trade Commissioner, and was located at Birmingham. In this position, which he held until his death, Mr. Ball was an energetic worker, and his reports to the Dominion Government were exhaustive and of much value. His practical and extensive knowledge of Canadian trade matters enabled him to do much towards closer trade relations between Canada and the Mother country. Mr. Ball was a devoted husband and father, and his death, at the comparatively early age of 56, will be a severe blow to his family and friends. He was ever ready to help a friend, and was generous to a fault. The Civil Service of Canada has lost a member whose place it will be hard to fill. Mr. Ball was a nephew of the late Hon. George Brown, founder of the *Toronto Globe*, and a brother of Mr. Alfred S. Ball, K.C., of Woodstock, Ontario.

Sir Charles Ross, of Quebec, Judge Rimmer, of Winnipeg, Colonel Stimson, of Toronto, Sir James Mills, of New Zealand, Mr. David Morrice, jun., of Montreal, and Mr. H. S. S. Molson, of Montreal, have arrived in England by the Allan R.M.S. *Victorian*.

Mr. John Gorman, of the Auditor General's Department, Ottawa, is in London.

Mr. and Mrs. Crawshaw Williams have left on an extended visit to Canada. Mr. Williams was formerly private secretary to Mr. Winston Churchill, M.P.

Sir Thomas Neave Bart., Sir Francis O'Callaghan, K.C.M.G., Lady Coerper, Lady Mary Leith, and Mr. Gordon MacDougall have sailed for Canada.

Mr. R. T. Riley, of Canada, has been elected a Fellow of the Royal Colonial Institute.

Among the Canadian visitors staying at the Hotel Metropole are Mrs. and Miss Livingstone, of Toronto; Mr. W. B. and the Misses Blackader, of Montreal; Messrs. H. T. and T. H. Macmillan, of Toronto; Mr. and Miss Fitzherbert Bullen, of Victoria; Mr. and Mrs. A. E. Beck; Mrs. T. Stuart, of Montreal: Mr. C. S. Tupper, of Winnipeg; Mr. Gibbs Blackstock and Mr. G. G. Blackstock, of Toronto; Mr. A. J. Buchall, of Montreal; Mr., Mrs., and Master D. McNicall, of Montreal; Mr. H. Sapery, of Montreal; Messrs. G. W. and C. Campbell, of Toronto; Mr. M. C. Aldons, of Winnipeg, and Major Petrie, of Montreal.

Mr. E. F. Hebden, of Montreal, General Manager of the Merchants' Bank, is registered at the Hotel Curzon.

The Hon. Colin Campbell, Attorney-General of Manitoba, and Mr. Donald Macmaster, K.C., sail for Canada to-day (Friday).

BIRTHS, MARRIAGES AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s., or 75c., for 24 words or under, every additional word one halfpenny or one cent. which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

ARNOLD—FORSTER.—On July 22, at Island View, Granada Road, Southsea, the wife of Lieut. D. Arnold-Forster, R.N., of a daughter.

BOWDEN.—On July 19, at Udimore Vicarage, East Sussex, to the Rev. Henry A. and Mrs. Bowden—a son. (Canadian papers please copy.)

DOUTRE.—On July 18, at Lauderdale Mansions, Sutherland Avenue, Maida Vale, London, the wife of Mr. Eugene F. Doutre (formerly of Montreal), of a daughter.

HOWLAND.—On the 22th inst., at Toronto, the wife of Goldwin W. Howland, M.R.C.P., of a daughter.

MARRIAGES.

AMY—MORGAN.—On June 17, at Westminster Cathedral, by the Rev. W. H. McLaughlin, Philip Alfred, fourth son of John Amy, Esq., of "Palier," St. Saviour's, Jersey, to Annie Marcelle, eldest daughter of Edward Francis Morgan, of 9, Chatsworth Road, Croydon, England.

EDEY—TAYLOR.—In Trinity M.E. Church, Ridgeway, Pa., on June 30, by the Rev. J. H. Clemens, Luther Frederic Edey, of the Royal Mint, Ottawa, second son of Mayor S. H. Edey, of South Hull, Que., to Jennie Brendell, daughter of Mrs. G. O. Taylor, of Aylmer East, Que.

SEDGEWICK—ROBERTSON.—On July 9, at Fort Massey Church, Halifax, by the Rev. James W. Falconer, B.D., George Herbert Sedgewick, of Toronto, Barrister-at-Law, son of William Middleton Sedgewick, Esq., of Musquodoboit, Nova Scotia, to Mary Stanley, daughter of William Robertson, Esq., of Halifax, N.S.

DEATHS

DANIELL.—On July 1, at Vancouver, B.C., Charles William Bampfylde, youngest son of Charles and Mary Daniell, aged 20 years (drowned whilst bathing).

JARDINE.—At 31, Wilton Street, Glasgow, on the 19th ult., William Jardine, draper and hosier, only son of the late John Jardine, mill manager, Blairgowrie. (Canadian papers please copy.)

LYTTLETON.—On June 22, at Windsor House, Inverness, Scotland, Joanna, widow of the late Capt. W. W. Lyttleton, of His Majesty's 64th Regiment, and eldest daughter of the Hon. James Macnab, of Halifax, Nova Scotia, aged 91.

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HARVESTING IN MANITOBA.

REAPING.

STACKS OF WHEAT.

Photo. by] THRESHING. [E. C. Blair

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THE NAVIGATION OF THE ST. LAWRENCE.

From "Le Don de Dieu" to the "Indomitable."

The recent successful visit to Quebec of H.M.S. *Indomitable*, and other of the largest and most modern warships of the British and foreign navies, serves as a useful reminder of the extent to which the great Canadian highway to the sea has been made navigable by vessels of deep draught of water since the days of Wolfe and Montcalm. The largest vessels of those days did not draw half the water of the *Indomitable* and of those mail steamers which are now actually able to steam 150 miles beyond Quebec right to Montreal, the principal commercial port of the Dominion. The *Montreal Herald* remarks that when Admiral Walker tried to make Quebec in the year 1711, eight of his transports went ashore at Egg Island. General Hill, the military commander, laid it to the score of a storm, but Walker held it was due to the dangerous navigation. The fleet that went with Wolfe in 1759 had better fortune, especially in navigating the dangerous traverse at the lower end of Orleans Island. "The enemy," wrote Vaudreuil, "passed sixty ships of war where we hardly dared to risk a vessel of 100 tons. Notwithstanding all our precautions, the English, without any accident, passed through the Traverse, by night as well as by day, their ships of seventy and eighty guns, and even many of them together." Wrecks were frequent in the early days. Captain de Voutron, of Rochelle, having come seven times to Canada, said the dangers of the St. Lawrence had given him grey hairs.

Between 1776 and 1783 there were sixty wrecks of English vessels in the river. Later on, when the British system of preferential trade put a premium on Canadian lumber, and when a poor class of ships were employed to take undue advantage of that preference, vessels with Baltic lumber being actually sent across the ocean and back again to cheat the Customs authorities, many a ship went ashore. From 1840 to 1849 there were 238 wrecks out of 12,600 vessels leaving Quebec.

Of course, many of these disasters were due to the greater difficulty of navigating such a tidal channel before the advent of steam. In the first decade, after the Allans founded their regular steamship service, there was, however, a sad tale of disasters, the memory of which has proved a severe handicap, which has kept up insurance rates at a higher level than seems justifiable to-day. As the *Herald* points out, "The navigation of the St. Lawrence, which was pronounced in 1757 to be an 'evil incurable,' is now as safe as the unhailed visit of the warships shows it to be; the fact is due to the care that has been lavished upon it by the Government of Canada, with the hearty approval of the people. Making the St. Lawrence safe and easy of navigation has been our particular pride, and we are not done with it yet, although most of the bad spots have been attended to, and through the whole distance it is accurately charted and splendidly equipped with lights, guides, telegraphs, and other facilities. Perhaps, after all, the security of navigation on the St. Lawrence is the best monument to Champlain, who was its earliest partisan."

One of the most important announcements made in Parliament last session was the intention of the Government to continue the work of deepening and widening the wonderful ship channel of the St. Lawrence, which it is of vital importance to the entire Dominion should be made available for freight-carriers as large as those which enter any other port on the North American continent.

APPROACHING THE GATEWAY OF THE ST. LAWRENCE; QUEBEC IS ON THE RIGHT.

THE RUSH FOR TERCENTENARY STAMPS.

The rush for the special issue of Tercentenary postage stamps is so great that the demand exceeds the supply in the case of some of the denominations.

At the general post-office in Montreal alone there were $2,010 worth of the new stamps sold during the first day of the sale, while next day that amount was exceeded by almost half as much again. Then there was a branch office in the residential district of the city also working overtime to keep up with the stream of purchasers. Altogether there must have been as much as $7,000 worth of the Tercentenary stamps sold in Montreal during the first two days of the sale.

The preference seemed to be to secure the new issue in complete sets, and when that was not possible those buying generally contented themselves with taking all the denominations they could and departing with the assurance that to-day or Monday they would be able to fill out the missing issues.

CANADIAN BOWLERS IN GLASGOW.

Speech by Dr. Russell.

The Canadian bowlers who are on a tour of the Old Country spent a couple of days in Glasgow last week. An attractive programme for their benefit was opened with a luncheon given by the Lord Provost (Sir Wiliam Bilsland) in the City Chambers. A company of about 80, including eight ladies, accepted Sir William's hospitality. After the loyal toasts, Dr. Russell, the captain of the Canadian team, acknowledging the toast of "Our Canadian Friends," said that but for such visits many Canadians would have gone to the grave without knowing the Mother Country. Personally he had formed many friendships, which but for such visits he could never have formed. Canada and the Mother Land had many interests in common, and anything that benefited Canada was bound to benefit the Empire as a whole. He thought Canada had been unfairly represented on the matter of Canadian cattle by the Government of this country. There was no cattle disease in Canada; the stock there was as pure as anywhere in the world. Neither as citizens nor as cattle were they likely to contaminate the Mother Country. He was not discussing it as a political question, it was a national question. He went on to speak of the preference of one-third that Canada had given in favour of Great Britain as against other countries. That was given by way of cultivating trade relations with the Mother Country. America, he added, had put up a high tariff wall against Canada, in the hope that Canada would be forced to seek inclusion in the United States. The result was to extend the trade relations with the Mother Country. Reverting to the cattle question, he expressed regret that the Prime Minister had declined to receive a deputation on it. He hoped, however, that the embargo that had been imposed on the importation of Canadian cattle would be removed.

Mr. Anderson, who proposed "The City of Glasgow," referring to the increase of trade between Canada and this country, mentioned that more grain was now shipped from Montreal to Great Britain than from New York. There had been squealing by the United States over that. (Laughter.)

During their visit four rinks of the visitors were opposed to two rinks of the Glasgow Bowling Association, one rink from the Corporation Bowling Club and one rink from Bellahouston Club. Against one of the Glasgow Association rinks the visitors emerged victorious by six shots, while they administered defeat to the Corporation by two shots. In the third rink they were only one down, but against the Glasgow Association president they dropped nine shots. The net result of the match was a victory for the "Homeland" by two shots. After the match the Canadians were entertained to dinner by the Glasgow Association.

At Leith, the Canadians played a three-rink game with the members of Leith Bowling Club on the club's private green at Gladstone Place. The game consisted of 21 ends, and the Canadians won by 57 to 48. On the first and third rinks the opposing teams tied, and on the middle rink the Canadians had 21 for Leith's 12.

DISSOLUTION OF THE SASKATCHEWAN LEGISLATURE.

The Provincial Legislature has been suddenly and unexpectedly dissolved, and the nominations for the ensuing election are to take place on August 10, and polling on August 17. The dissolution is intended to give the earliest possible effect to the Redistribution Act, which increases the membership of the Legislature from 25 to 41. The intention is to hold a fall session and if the present under-represented portions of the province wish to be given their proper representation an election must be held immediately in order not to conflict with the impending harvest. It is intended to pass a new Municipal Act at the next session, therefore it is important that rural sections be fully represented.

The present Legislature was elected on December 13 last the standing of the parties being 16 Liberals to 9 Conservatives. The Hon. Walter Scott is the Prime Minister, and the Hon. F. W. G. Haultain, former Prime Minister of the North-west Territories, is the leader of the Opposition.

While digging on his farm, Douglas Jopp, of New Ottawa, picked up an old Indian stone hammer which weighed 5½lbs.

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Canada and Australia: A CONTRAST AND A REPLY.

THE *Morning Post*, in its issue of July 31, makes a contrast between the economic growth of Canada and Australia which is unfavourable to the Dominion. Our contemporary makes a point of the fact that Canadian imports during the last five years exceed the exports by about £55,000,000, the excess for 1907 alone being about £22,000, while Australia during the same period shows a surplus of exports over imports of £20,000,000. In referring to the loans in the Mother-country raised by Canada within the last few months, amounting to £20,000,000, our contemporary remarks that this is a very heavy amount to add to the country's foreign indebtedness, especially in view of declining trade and traffic returns, and suggests that the borrowing is being overdone. A representative of *CANADA* called on several of the leading Anglo-Canadian financiers in the City and elicited the following statements in reply to the criticisms of the *Morning Post*.

A prominent banking official said:—

"In my opinion there can be no comparison made between Canada and Australia, for the simple reason that while Canada is making rapid progress in wealth and population Australia's progress, although favourable, is microscopic in proportion. If the population and development of Canada were checked or suspended, we admit that it would be a serious matter indeed. As it stands, Canada, a country of great natural wealth, with an active and growing population, requires money for its development, and the only place for such money to come from is London. The answer to the captious critics who complain that Canada has borrowed £20,000,000 during the last few months, is obviously that they cannot point to one case where, in exchange for the cash so obtained, the English public has been given a poor security. On the contrary, the reverse is just the case. With few, if any, exceptions there can be no question but that the Canadian securities placed on this market within the last twelve months—yes, within the last twelve years—have been of undoubted quality. The interest will be regularly met, and the principal at maturity. Admit this to be the case—and we claim it is incontrovertible—what right has this daily journal to criticise Canadian borrowings?

"Canada is a country equal in extent to the United States, equal also in natural wealth. Unless money can be obtained from abroad for purposes of development Canada must stand still. But it will not stand still, for the simple reason that shrewd Americans and intelligent Britishers see and avail themselves of opportunities of investing their money in Canada with prospects of present and future returns probably unsurpassed in the world. In view of this, I do not consider it a subject for criticism if Canada's imports exceed her exports: rather it is an indication that the world at large is availing itself of an opportunity of investing. My remarks are not intended to be derogatory to Australia in the least degree, but I submit that her prospects are not comparable with the prospects of Canada. Going still further, and touching upon the question of security in case of war, every thoughtful person must admit that Canada's position is practically impregnable. There is no country on the face of the earth, or combination of countries conceivable, that could take Canada, excepting only the United States; and, assuming, for the sake of argument, that Canada was forced into a war with the United States, and the latter country was victorious, the United States would, without doubt, meet Canada's prior obligations. Compare this case with that of Australia—a vast, scattered country containing a meagre population, no defences worthy of the name, and a home fleet ten thousand miles away; it is bound to fall into the hands of the first country of any strength which cares to knock at its door unless England should be on hand to protect her offspring. In the case of a Continental war England might easily be too much occupied at home to protect Australia. My point is that Canada is protected with or without England's assistance.

The opinions of another prominent Canadian banking official are:—

"In proportion Canada does not owe to England as much money as Australia. The bulk of the latter country's city and municipal bonds, etc., are held in Great Britain, in addition to large deposits of British money in Australian banks. If Canada has borrowed on the English market £20,000,000, it should be remembered that much of that money has been spent in England; also that an enormous quantity of arable land has been opened up for settlement during the last few years, and the initial cost of bringing the produce within reach of the markets of the world, the laying of railways, plant, etc., has called for a large expenditure of money, which has from the start been invested in such a manner that interest has always been earned on the capital placed in the country.

"As regards the direct question of the excess of imports over exports, no account is taken of the large sums of money which pass between the United States and Canada, not in the shape of actual coin, but bank-notes, etc., and which largely represents exports. It is well known that Canada sends to the United States on balance a considerable sum each year. This sum is offset by the investments which the people of the United States make in Canada, and cancels the requirements to export goods to the United States to pay the debt. This is only one reason why Canadian imports have been able to expand so largely.

"I see the article in the *Morning Post* refers to 'wild land speculations.' There have been no wild speculations. The investments in land have been largely sound and remunerative, and the banks, owing to the Banking Act, are prohibited from lending money on real estate, or even owning real estate, beyond their business requirements, and they accordingly have never been drawn into supportig the buying of land, thus preventing any speculation reaching dimensions which might prove a menace to the credit of certain districts."

From the Canadian Agency, Limited, our representative received the following statement:—

"It is very difficult to draw any comparison between two countries, one of which, with a high birth rate, is absorbing an additional immigrant population of over a quarter of a million—about 4 per cent. of its total population; whereas the other—Australia—can only absorb about 10,000—one-fifth of 1 per cent of its total population annually. On paper the writer seems to have made out a very plausible case, but one that cannot endure analysis. It seems that the important question with regard to these loans is, what is being done with the money raised, and it is clear to all who really understand the development that is going on in Canada to-day, that she is borrowing, not with any idea of outstepping her economic progress, but because she is forced to raise funds, lest the want of them might seriously hamper her growth.

"It may fairly be urged that a young country which, in spite of the fascinating example of her great neighbour, whom she has followed perhaps too frequently in other matters, has adopted a banking system so sound and yet so splendidly adapted to her needs, may be trusted to keep her head in matters of serious government or municipal finance. It must not be forgotten that Canada's progress is based on the productivity of her soil, in staple food stuffs, than which there is no more satisfactory basis; and, as to the price of land, the wild speculation to which the writer refers does not affect more than a very small percentage of the land, in the neighbourhood of towns. The vast bulk of unoccupied land in the Dominion belongs to either the Government, the railway corporations, the Hudson's Bay Company, and to a few other large land-owning corporations, whose lands are not affected by these 'wild speculations,' which are confined chiefly to town lots and suburban property. The price of farm lands, though gradually increasing with the improvement in railway and other facilities, is still somewhere in the neighbourhood of 50 per cent. lower than its actual value to the farmer, even in existing circumstances."

Mr. J. G. Colmer, C.M.G., a member of the firm of Coates, Son, and Company, said:—

"No proper comparison can be made between Canadian and Australian statistics, and from that point of view the article in the *Morning Post* is misleading. The figures for the import and export trade of Canada simply record the external trade. The inter-provincial trade is not included. If it were, a glance at the railway and lake and river steamship returns indicate the extent to which they would be augmented. And besides, it must not be forgotten that a very large part of Canada's imports consists of raw materials which are used in connection with the enormous manufacturing industry of the country. Australia does not know what a manufacturing industry is—at any rate, to anything like the same extent as Canada.

"Then with regard to recent Canadian borrowings. They have been largely on account of municipalities and railway companies and to replace maturing Government obligations. A good deal of the money was spent in advance of the borrowing, and to meet urgent requirements. The increase in population in the last few years, owing to the large immigration that has taken place, has necessitated additional expenditure on the part of the principal municipalities. Then again, two additional trans-continental railways are under construction, and industrial expansion has been going on rapidly for some years past.

"There is nothing extraordinary about the increase in the Canadian borrowings; and I imagine that if the debts of Canada and its provinces were compared with the debts of the States of Australia, the comparison would be greatly in favour of Canada. But then again, the comparison would be unfair, for reasons into which I need not enter here.

"Australia and Canada are quite big enough to go ahead without being jealous of one another. Canada is emerging from a period of commercial depression at the moment. But it is not serious, and not felt nearly so much as in many other countries. It is certainly only of a temporary nature. Any one, however, who attempts to compare one country with the other by means of figures, is sure to make many mistakes; and it is for this reason that I do not attempt to parade Canadian figures in connection with this short statement."

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The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

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We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

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MEMORABLE ANNIVERSARIES IN THE COMING WEEK.

August 9.—Heligoland formally ceded by Great Britain to Germany, 1890.
Coronation of King Edward VII. and Queen Alexandra, 1902.
August 10.—The Royal Observatory, Greenwich, founded 1675.
Discovery of gold at Coolgardie, Australia, 1894.
August 11.—The Bishopric of Nova Scotia founded, 1787.
August 12.—Coronation Review of Colonial troops, 1902.
August 13.—Battle of Blenheim: Marlborough and Prince Eugene defeated the French and Bavarians, 1704.
Cape Colony finally ceded to the British, 1814.
August 14.—Relief of the Peking Legations after a siege by the Boxers lasting some weeks, 1900.
August 15.—Behring Sea Arbitration award published, 1893.
The Canadian Pacific Navigation Company's s.s. *Islander* sunk off Douglas, Isle of Man: 60 lives lost; 1901.

—**—

THE EMBARGO ON CANADIAN CATTLE

At a meeting of the Free Importation of Canadian Cattle Association of Great Britain, Bailie Watson, of Glasgow, who presided, said the committee had brought pressure to bear upon the Prime Minister from every conceivable source. He had been thrice asked to receive a deputation from the association, but had refused to do so on account of the pressure of public business, but stated that nothing could be added to what had already been said. The Prime Minister said, however, that he would be glad to receive any printed matter on the subject for consideration. It now remained for that meeting to consider further steps.

Bailie Watson then put to the meeting the resolution come to by the executive committee affirming a resolution of December 14, 1906, in which the object of the association was stated to be the amendment of the Diseases of Animals Acts by providing for the abolition of compulsory slaughter of Canadian cattle at ports of disembarkation in Great Britain and agreeing to a request made to the Government to introduce a Bill dealing with the proposal, and to continue the efforts of the committee to get an interview with the Prime Minister.

In the course of the subsequent discussion Bailie Watson stated that everyone was satisfied that there was no disease in Canada. Time after time the Ministers of Agriculture had admitted that. Mr. Stoner, Liverpool, said there was more concerned in the matter than the meat supply. There was the question of pure milk. He would like to direct the attention of the Government to that. Dairymen wanted these Canadian cattle in this country to utilise them in that business. The resolution was agreed to. A further resolution calling for the support of the Labour party in order that the matter be brought before the next Labour Congress was adopted.

Later the executive met and decided to ask Mr. Churchill to meet a deputation from the association. The right hon. gentleman, however, was unable to do so from pressure of other work, and suggested that a deputation should be sent to Earl Carrington, President of the Board of Agriculture and Fisheries. The executive, however, did not think that advisable in view of a former expression of opinion by the noble earl.

A CANADIAN CHURCH BELL.

From Whitechapel to Notre Dame.

A bell, which was cast in 1774 by the Whitechapel Foundry Company, has arrived in London by an Allan liner to be recast by Messrs. Mears and Stainforth, upon the actual site which their predecessors first occupied in 1570. The bell, which is known as "La Charlotte," weighs 2,000lb., and bears the inscription "Vox Populi, vox Dei." There is also a cross in the centre of the bell, and the figure of the Virgin and Child on each side of the cross. On the reverse side of the bell there is the figure of a frog.

It was first hung in the belfry of the old parish church of Notre Dame, which stood upon the site of the magnificent twin-towered edifice on Place d'Armes, facing the Bank of Montreal, which is now one of the most prominent landmarks of the city, and from which sounds the celebrated "Gros Bourdon," which weighs 11½ tons, and was also cast in the same foundry. In 1841 "La Charlotte" was transferred to the belfry of the then newly-erected St. Patrick's Church, which also contains, says the *Montreal Witness*, a bell still older, cast in the year 1767. There is a story told at St. Patrick's to the effect that a sister bell of the "Charlotte" was being brought up the St. Lawrence when the vessel sank, and both craft and freight went to the bottom, never to be recovered. The parish priest and warden have decided that a third bell shall be ordered, which in size will be between that of the "Charlotte" and the small one now in the belfry, and this trio, with others, will form the new chimes of St. Patrick's Church.

The small bell bears the following inscription:—

"At proper times my voice I raise
To sound my benefactor's praise"

—**—

CANADA'S TIMBER LANDS.

Canada's forest area has been variously estimated at from eight hundred million to three hundred million acres. The latter is the latest estimate, and was given by Dr. B. E. Fernow, the recently-appointed dean of the faculty of forestry at the University of Toronto. He is one of the best authorities on forest subjects on the continent, and for years was head of the United States Bureau of Forestry. His estimate, he thinks, "will cover the commercially valuable timber land area, actual and potential." At this estimate the forest area of Canada is "not much more than one-half of the commercial forest area of the United States."

Mr. R. H. Campbell, superintendent of forestry for the Dominion Government, gives a rather larger estimate. He has calculated the forest area of the Dominion at about 535,000,000 acres, divided as follows:—

	Acres
British Columbia	182,000,000
Manitoba, Saskatchewan, Alberta, and unorganised territories	180,000,000
Ontario	40,000,000
Quebec	120,000,000
New Brunswick	7,500,000
Nova Scotia	5,500,000

"Inexhaustible" used to be a favourite word to describe Canada's forests. But the drop from the old figure of 800,000,000 acres to the more recent ones given above shows clearly that the more Canada's forest wealth is investigated the less are people inclined to use that word. Great as this wealth may be, it is for Canada to husband her resources and make her forests a permanent asset. In order to do this she must carefully protect her forests, and see to their being reproduced, that a future supply of timber may be ensured from them. This would mean the careful management of these lands on scientific and business principles, and these it is that the forestry movement is seeking to introduce throughout the Dominion.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO.

Ottawa.—During the year ending June 30, 12,242 people ascended the tower of the House of Commons and registered. Of these, 2,393 belonged to Quebec Province, 1,327 were Americans, and 425 Europeans. Ontario naturally headed the list, with a total of 7,581.

——Mr. Andrew Carnegie has promised to give $1,250 towards an organ for St. Matthew's Church.

——The Building Committee of the Anti-Tuberculosis Society have approved plans for the proposed consumptives' home. The building will cost from $20,000 to $25,000.

Toronto.—In accordance with its reforestation scheme, outlined last session, the Ontario Government has decided to establish the first of a number of proposed forest nursery farms in the township of Walsingham, Norfolk County. These nurseries are to be made the centres of reforestation for the particular areas in which they are situated. The project is to be expanded as quickly as possible. The Minister of Agriculture has suggested that suitable places for the establishment of further nurseries would be Durham, Simcoe, and Lambton counties, in all of which are large areas of lands which have been declared to be unrentable for agricultural purposes. The idea which has been advocated by the Hon. Nelson Monteith is that large areas in the north should be reforested.

——The official figures of the general elections in Ontario on June 8 last, as shown by the returns to the Clerk of the House, place the Conservative majority at 95,634, with two constituencies yet to hear from. These are Stormont, which went with the Opposition, and Kenora, which supported the Government. According to the figures of these constituencies in the press despatches, their combined addition would net the Government a majority of 487. If these be correct, the Whitney Government's total majority will be 96,121 over the Opposition, and 86,107 over the Opposition and Independents, Labourites, and Socialists combined. The following figures are interesting:—

Total vote polled	470,208
Polled by Conservatives	277,914
Polled by Liberals	182,280
Polled by Independents, Labourites, and Socialists	10,014
Majority of Government over Opposition	95,364
Majority of Government over Opposition and Independents	85,620

——The growing scarcity of grouse and partridge in this province has led the Government to pass an Order-in-Council prohibiting the taking or killing of the birds for one year, from September 15, 1908. The open season for these game birds ordinarily opens on that date, and continues until December 15.

——In the cattle classes at the Canadian National Exhibition there will be several animals from the King's farm at Sandringham, Lord Rosebery's farm at Mentmore, and Lord Rothschild's farm at Tring. Other farms of note in Great Britain will also be represented, including that of Sir Richard Cooper.

——The building programme was discussed at a recent meeting of the Board of Governors of Toronto University. The expenditure of $100,000 for the erection and equipment of the building for thermodynamics was approved, and an outlay not to exceed $21,000 for the enlargement and equipment of the Worthington House, for the departments of botany and forestry, while $6,000 was devoted to the renovation.

——The returns of the Toronto University year show that there have been about 3,545 students, of whom 1,774 were in the Faculty of Arts, 754 in the Faculty of Medicine, 724 in the Faculty of Applied Science, 211 in the Faculty of Education, 78 in the Faculty of Household Science, and 8 in Forestry.

——The recommendation of the Assessment Commissioner that the Elliott Manufacturing Company, Ltd., be sold one acre of land on the east side of the Don improvement for $5,500, and that they be leased a second acre at $275 per year, has been approved by the City Council.

Brantford.—$144,000 debentures have been sold to Messrs. Wood, Gundy, and Company, Toronto; $25,000, due end of 30 years; $45,000, due end of 20 years; $28,000, due end of 15 years; and $40,000, due in 30 annual instalments.

Embro.—This village is issuing debentures to the amount of $5,000 for the purpose of loaning that sum to the St. Mary's and Western Ontario Railway Company. The amount of the whole rateable property of the village, according to the last revised assessment roll, is $206,135, while the existing debenture debt is $4,630. Twenty-five per cent. of the loan will be advanced to the railroad company upon the completion of the railway survey from the town of St. Mary's to a point on the proposed extension of the Tilsonburg, Lake Erie, and Pacific Railway. The balance of 75 per cent. will be paid upon the completion of the construction of the road.

Galt.—A fire at the works of the Crown Hat Factory destroyed $20,000 worth of stock.

Port Arthur.—The possibility of giving the farmers of the townships of Oliver and Shuniah direct and regular communication with Port Arthur by an electric railway is being discussed.

——The West Algoma Exhibition Commissioners have expropriated additional lands for the purpose of obtaining a joint fair site for this city and Fort William. Tenders for the erection of buildings will be called shortly.

Berlin.—The Council has passed a resolution asking the Mayor to sign the contract with the Hydro-electric Power Commission for 1,000 horse-power at $24 per horse-power.

Fort William.—The award of the Ontario Railway and Municipal Board for the Fort William end of the street railway has been received. The Board found that the actual value to the city of Fort William is $52,000 for that portion of the street railway owned and operated by the city of Port Arthur within the limits of the city of Fort William. The sum of $52,000 is to be paid over within sixty days, and the sum will be used by Port Arthur as a sinking fund to redeem the debentures still unpaid issued in respect to the different portions of the property included in the awards.

QUEBEC.

Quebec.—The supplementary estimates included $500,000 to be spent on Quebec Harbour.

——The rebuilding of Quebec bridge will be undertaken by the Dominion Government. The names have been mentioned of three eminent engineers, one a Canadian, one a Britisher, and the third an American, to whom will be entrusted the duty of preparing plans. It is not contemplated that the Phœnix Company will be called upon to make good the expenditures which had already been made on the bridge.

——A petition to contest the election of the Hon Charles R. Devlin, as member of the Quebec Legislature for Nicolet County, has been filed. The usual charges of bribery and corruption during the campaign are lodged.

Montreal.—Lovell's Directory gives the population of Greater Montreal at 454,000, or an increase of nearly 50,000 over that of last year.

St. Louis.—The ratepayers have voted favourably upon the by-law authorising the borrowing of $625,000 for the consolidation of the town's debt, and the carrying out of permanent works, including sidewalks, paving and macadam, especially in the north end of the town. The by-laws authorising annexation with the city of Montreal at the end of December, 1909, were also passed.

Coaticook.—The town is negotiating with Messrs. Penman's, Ltd., to purchase part of their water power for the purpose of enlarging and increasing the electric light plant.

NOVA SCOTIA.

Halifax.—The sentiment in favour of a union between Halifax and Dartmouth is spreading with rapidity. A strong current of opinion tending in the same direction is now prevalent in Dartmouth. The Mayor of Halifax has expressed himself a supporter of the proposal. The following table shows the date of incorporation, population, and financial position of both places:—

	Halifax.		Dartmouth.
Incorporated	1841	.....	1873
Population	50,000	.....	6,000
Rate of taxation	$1.91	.....	$1.64
Water rate on $1,000 valuation	$2.60	.....	$5.50
Bonded debt for ferry	—	.....	$172,000
Bonded debt for water	$1,111,275	.....	$225.000
Bonded debt for schools	—	.....	$19.300
Total city debt	$4,227,990	.....	$433,300
Total city assessment	$24,000,000	.....	$2.090,000
Gross amount of expenditure for city purposes, including schools, but not water	$565,000	.....	$45,000
Amount assessed on real and personal property, banks, etc.	$508,874	.....	$36,000
Amount of sinking fund	$221,005	.....	$31,165
Estimated value of real and personal property owned by city	$3,118,684	.....	$600,000

NEW BRUNSWICK.

St. John.—The rate of taxation for this year has been fixed by the assessors at $1.86, a reduction of 7 cents from the rate of last year. During the last few years the amount of the levy has been steadily increasing. In 1905 it was $1.73; in 1906, $1.90; and last year, $1.93.

——The harbour revenue from winter port business last season was $33,595, compared with $21,616 for the season of 1906-7. A dozen years ago there was no revenue from this source.

——A statement issued by Judge Willrich, U.S. Consul here, shows a big falling-off in exports through St. John to the United States.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

In the year ended June 30, 1907, the exports totalled $2,845,327, while for the year ended last month the amount was $347,492 less. For the quarter ended June 30, 1908, the exports to the United States were $633,334, a falling-off of $132,890 as compared with the June quarter last year. The chief decrease is in shipments of Canadian lumber, laths, etc., these having declined some $245,000 for the fiscal year.

——Captain R. H. Fleming has been appointed harbour master.

——The Dominion Government have voted $400,000 for improvements, repairs, and dredging to the harbour. The construction of a large walk will be commenced at once. Several other wharves on the river have been planned.

Grand Falls.—A steel viaduct, over what is known as the Salmon River, ten miles east of Grand Falls, will be built for the National Transcontinental Railway, at a cost of over $500,000.

PRINCE EDWARD ISLAND.

Charlottetown.—A big woodland fire took place recently at Morrell, when an extensive tract of woodland was destroyed.

MANITOBA.

Winnipeg.—Elevator companies are getting busy along the line of the Grand Trunk Pacific, and the company is continually in receipt of applications for the privilege of erecting grain storehouses.

——The Premier, the Rev. Dr. Patrick, and Mr. J. A. M. Aikins have been appointed a Committee to advise the Government architect in the preparation of plans for the new domestic science building to be erected at the Agricultural College.

——It is stated that Prof. Rutherford, of the Manitoba Agricultural College, has been offered the position of Deputy Minister of Agriculture for Saskatchewan, at a salary of $3,000.

——Professor Carson, who has been in charge of the dairying department at the Manitoba Agricultural College, has resigned.

Brandon.—The principal feature of opening day at the big Brandon fair was the address of the Hon. R. P. Roblin, the Premier, who, as Minister of Agriculture for the province, formally declared the exhibition open. Mr. Robin emphasised the importance of agriculture to the province and the proud position occupied by the Brandon fair as an agricultural event. He went on to dwell upon the prospects for a big crop in the west and the difficulties of transporting the same to market. His most important statement was that Canada in its present state of rapid expansion had not sufficient finances to cope with the situation.

Portage la Prairie.—The by-law to authorise the expenditure of $100,000 for the taking of the Central Electric plant and conducting the municipal plant was defeated.

SASKATCHEWAN.

Regina.—The contractors for the new post office expect to have that building ready for occupation by September 1. The work of finishing off the building was started on the top floor, and is being proceeded with downward.

——The Regina Steam Laundry has put in a new dry-cleaning plant at a cost of $6,000. It is the best plant of its kind in Western Canada.

——An Edmonton firm is anxious to locate a carriage factory here, and has asked the Council for a free site of fifty acres and a loan of $50,000 for the making of the start.

Saskatoon.—The lowest tender, that of the J. McDiarmid Co., of Winnipeg, was accepted for the new hospital. The price was $47,495.

Delisle.—The town of Delisle is to be moved from its present site to the new township on the C.N.R. shortly. The distance between the two parts is about two miles. Among the buildings to be moved are a church, a hall, three stores, a feed stable, and a number of dwelling-houses.

Prince Albert.—The Board has decided to build the new high school by day labour, as the tenders received were away above the architect's estimates. The school is to cost $80,000, and is to be finished by May of next year. The City Council has struck the tax rate at nine and one-half mills. The rate last year was fourteen mills.

Rosthern.—The Dominion Government has decided that the experimental farm for North Saskatchewan will be located at Rosthern.

Moose Jaw.—The New Prague Flour Mills Company have recently purchased a flour mill which has at the present time a capacity of 300 barrels a day. The new company will at once increase the capacity to 800, or, if possible, to 1,000 barrels a day. They will also build an additional elevator with a storage capacity of 80,000 barrels, and will also put up an oatmeal mill.

ALBERTA.

Edmonton.—A Society for the Prevention of Cruelty to Animals has been formed here, with the Hon. G. H. V. Bulyea, the Lieut.-Governor, as President.

——The attendance at the Edmonton Exhibition in the four days of the fair is roughly estimated to be between 20,000 and 25,000, which is considerably below that of last year. Returns from the books of the Association show that there were 13,000 paid admissions. The fair was a success, and the directors are satisfied, although the expenditures will probably exceed the receipts.

Calgary.—In consequence of the rapid growth of the city it has been found necessary to triple the capacity of the municipal lighting plant. The present equipment, including a 260-k.w. engine type alternating current generator, exciter generator, switchboard, transformers, lamps, pole, line, etc. was funished only two years ago by Messrs. Allis-Chalmers-Bullock, Ltd., of Montreal. To the same firm a contract has now been given for a 750-k.w. engine type alternator, 30-k.w. exciter generator, switchboard, and other auxiliary apparatus.

——At a meeting of farmers and ranchers of Alberta and Saskatchewan, held on the fair grounds recently, the question of establishing a chilled meat trade was very thoroughly threshed out. The meeting was presided over by the Hon. F. T. Finlay, who expressed his sympathy with the object of the gathering. A committee to take the matter up was appointed, with instructions to obtain all possible data upon the chilled meat trade, with a view to placing the advantages of the system before the Governments, both Provincial and Dominion, in such a form as to enable practical steps to be taken to establish on a sound basis a thoroughly organised system of cold storage, chilling, and packing plants throughout the Dominion.

Lethbridge.—The first three spans of the immense steel bridge which is being erected over the Belly river here have been completed.

BRITISH COLUMBIA.

Victoria.—Fraser River cannerymen believe that the International Fisheries Commission, which meets in August, will recommend to the Government at Ottawa and Washington the absolute closing of all fishing during the three years 1910 to 1912 inclusive.

Vancouver.—That farming is developing in proportion to other industries in British Columbia is evidenced by the number of implements being received by dealers for shipment out at this season. Only two days ago the Vancouver branch of a large firm received four carloads of threshers of the most improved make.

——Building permits have been issued covering the extensions to the General Hospital. The entire cost of the work is $95,000, of which $80,000 covers the new wing to the main building, and $15,000 for the enlargement of the Nurses' Home.

——Dr. Mackay, the new Principal of the new Presbyterian Theological Seminary here, has been inducted.

——Mr. Sam North, recently appointed Overseer of Provincial Fisheries, has assumed his duties

Nelson.—The yield of the strawberry crop for this season is placed at $25,000, while the estimate of small fruits for the whole season is placed at twice that sum. Only a few years back the total yield was $5,000.

——The City Council has decided to put on the clock one hour, and Mountain time instead of Pacific Coast time will be adopted.

Tanquille.—A sanatorium for the B.C. Anti-Tuberculosis Society is to be built here at the estimated cost of $80,000.

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TRADE NOTES.

[*Canadian Patent Agents handling valuable Inventions which they consider will be of use in Great Britain should communicate with us.*]

A despatch from Edmonton states that the first consignments of furs from the north arrived on July 16 for the Hudson's Bay Company and Revillon Bros. The latest arrivals from the north confirm the previous stories of the small catch of furs taken this year. The furs are principally bear and rat, though there are a few valuable silver fox.

The Ontario Railway Signal Company ($40,000) and the Universal Signal Company ($1,000,000) have received Ontario Government charters to manufacture apparatus to prevent train accidents. Toronto and London capital is interested in the companies.

The Chambre de Commerce of Montreal had appointed a delegate to the approaching cold storage convention in Paris, but has rescinded the motion as a mark of disapproval of the failure of the French Senate to ratify the Franco-Canadian Commercial treaty.

The British Insulated and Helsby Cables Company, Ltd., through its Canadian branch, has recently made a contract with the Montreal Light, Heat, and Power Company to supply and instal extra high tension three-core cable to the value of over £10,000.

It is stated in Vancouver that Messrs. Joseph Rodgers and Sons, of Sheffield, are considering a proposition to open a branch factory in that city.

The New Brunswick Government has passed an Order-in-Council making some changes in the stumpage rates on logs cut on Crown lands, the changes being in accordance with the recommendations of the Surveyor-General. The rates on fir, hemlock, and hardwood logs were all placed at $1.25 per thousand feet, the former rates being: Fir, 80 cents; hemlock, 40 cents, and hardwood logs, 80 cents. The stumpage rate of railway ties was increased from 2½ cents to 5 cents each, and it was ordered that no white pine should be cut for use as railway ties.

Work is in active progress to instal electric appliances to operate the lock gates and bridges on the canals of Canada with a view to saving time. The railway companies are also extending the use of electricity for opening and closing gates at level crossings and swinging bridges.

The Ozo Company of Montreal, which has a large pickling and preserving plant, and employed 300 hands, is closing down, owing to the difficulty of competing with the growing import of British manufacturers under the preferential tariff.

The relations between the Board of Trade and the Chambre de Commerce in Montreal are becoming more intimate. The latter represents the leading French speaking business men in Canada. Recently Mr. J. Prefontaine, its president, was elected a member of the Board of Trade, and Mr. T. J. Drummond, president of the former body, will become a member of the Chambre de Commerce.

In the last report sent to Ottawa by the late Mr. Peter Ball, Trade Commissioner at Birmingham for the Dominion Government, he said:—"Canadian apple packers should remember that fresh competitors are yearly entering the British market, and in consequence the standard of quality to-day is much higher than it was some years ago," adding that, "Canada has much to learn from Tasmania and New Zealand in apple packing, and that if packers allow a few more shipments to enter like those of last year, not much will be heard of Canadian apples in Great Britain."

Some idea of the magnitude of Canada's scheme to derive and distribute electrical power from Niagara Falls may be obtained from the fact that, according to a dispatch from Pittsburg (U.S.), the Dominion Government has invited tenders for the delivery of 10,000 steel towers designed to support the great cables which will carry the current to far-distant districts.

The City of Prince Albert, Saskatchewan, is inquiring for tenders for a four-wheeled double-cylinder chemical engine, and a one hand-haul chemical engine.

At a meeting of the South Alberta Wool Growers' Association on July 18, it was decided to hold present clippings of wool for a rise on the market. Members of the Association own 40,000 sheep, and the present returns in wool show over 400,000 pounds.

ANSWERS TO TRADE CORRESPONDENTS.

M. R. (Wolverhampton).—What is known as "the dumping clause" of the Canadian tariff reads as follows:—In the case of articles exported to Canada of a class or kind made in Canada, if the export or actual selling price to an importer in Canada be less than the fair market value of the same article when sold for home consumption in the usual and ordinary course in the country whence exported to Canada at the time of its exportation to Canada, there shall, in addition to the duties otherwise established, be levied, collected and paid on such article, on its importation into Canada, a special duty (or dumping duty) equal to the difference between the said selling price of the article for export and the said fair market value thereof for home consumption, provided that the said special duty shall not exceed fifteen per cent. ad valorem. There are certain exemptions from the clause.

A PROSPERING NOVA SCOTIA INDUSTRY.

A despatch from Lunenburg, N.S., states that fifty-six vessels were engaged in the spring fishing industry on the coast this year. The total catch was 42,053 quintals, 25,903 quintals more than in 1907. The average per vessel for 1908 over 1907 was 129 quintals, the 1908 haul per vessel being 750 quintals. The price paid in 1907 was a record one, and brought the fishermen nearly $100,000. This year the returns will net about $200,000—twice that of last year, reckoning the price of fish at $4.50 per quintal.

This $200,000 will be distributed among the owners and crews of the fifty-six vessels forming the fleet.

Last year twenty-six vessels were employed and the total catch was 16,150 quintals. The smallness of the fleet was due to the greater demand for labour in the lumbering, building, and farming industries.

The two years' operations not only differ in respect to the number of men and vessels engaged, but also as to the quality of the catch and the more careful methods of handling and curing which have been employed.

CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

F. M. Campbell, J. H. Elliott (R. J. Whitla and Co., Ltd., Winnipeg)—Hotel Cecil.
B. B. Cronyn (The W. R. Brock Co., Ltd., Toronto)—35, Milk Street, E.C.
H. S. S. Molson (The Gault Bros. Co., Ltd., Montreal)—First Avenue Hotel.
D. L. Chabot (Hodgson, Sumner and Co., Montreal)—First Avenue Hotel.
W. T. H. Boyd (Jno. Macdonald and Co., Ltd., Toronto)—Hotel Cecil.
P. S. Hilton (Smith Bros., Halifax, N.S.)—35, Milk Street, E.C.
A. Simons (Simons and Minguy, Quebec)—35, Milk Street, E.C.

LEICESTER.

G. N. Belleau (G. N. Belleau and Co, Quebec)—Grand Hotel.
F. G. Crawford (Gaults, Ltd., Winnipeg)—Grand Hotel.
John Suckling (Stobart, Sons and Co., Ltd., Winnipeg)—Grand Hotel.

MANCHESTER.

Wm. Macmillan (Gordon, Mackay and Co., Ltd.)—Queen's Hotel.
N. Paulet (A. Racine and Co., Montreal)—Midland Hotel.
W. B. Mathews, J. W. Anderson (Greenshields, Ltd., Montreal)—36, Cooper Street.
A. T. Little (Robinson, Little and Co., London, Ont.)—Midland Hotel.
D. McKay (Robinson, Little and Co., Winnipeg)—Midland Hotel.
G. H. Stewart (Stobart, Sons and Co., Ltd., Winnipeg)—Midland Hotel.
H. Duverger (Geo. H. Hees, Sons and Co., Ltd., Montreal)—Midland Hotel.
S. Milley (S. Milley, St. John's, Newfoundland)—Midland Hotel.
A. L. Sevigny (P. P. Martin and Co., Montreal)—Grand Hotel.
E. Smyth (Smyth Bros., Berlin, Ont.)—Mosley Hotel.

BRADFORD.

A. S. Binns (R. J. Whitla and Co., Ltd., Winnipeg)—Midland Hotel.
M. P. Beaudry (Gauvreau, Beaudry and Co., Quebec)—Midland Hotel.
J. A. Shehyn (McCall, Shehyn and Co., Quebec)—Midland Hotel.
E. St. Pierre (Thibaudeau Bros. and Co., Quebec)—Midland Hotel.

Canadian Government TRADE COMMISSIONER SERVICE IN GREAT BRITAIN.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in Great Britain:—

——— Room 39 and 40, Central House, Birmingham.

J. B. JACKSON, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Sun Buildings, Clare Street, Bristol.

Commissioners and Agencies have also been established in various other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

Japan, China, and Corea—
W. T. R. PRESTON, Club Hotel, Yokohama.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

China—
ALEX. MACLEAN, c/o H.B.M. Consu General, Shanghai, China.

Mexico—
A. W. DONLY, Rebeldes No. 6 Mexico, D.F., Mexico

Newfoundland—
E. D. ARNAUD, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

West Indies—
E. H. S. FLOOD, Barbadoes.
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada to British and Foreign Importers or Exporters without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

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Railways, Shipping, and Commerce.

RAILWAYS.

The Grand Trunk and Canadian Pacific Railways are trying a new system of electric lighting on their trains. The electricity is generated on the axles and stored in batteries, which feed several electroliers in each car. It is not yet decided if the system will be adopted.

The Canadian Northern Railway have given out some figures which show that the building of their new line from Toronto to Sudbury, with James Bay as its ultimate objective point, has involved structural difficulties of considerable magnitude. The construction of the line necessitates the excavation of 3,700,000 cubic yards of material and the blasting of no less than 1,200,000 yards of solid rock. For this latter purpose as much as 2,250,000 pounds of blasting powder, or its equivalent in higher explosives, was used. In addition to this, forty-four bridges and viaducts were built, giving a total length of 3,000 feet. Most of these bridges are of steel. The most important of the bridges is that across the Still River, which is 310 feet long, and is carried to a height of 280 feet above water level.

The grading of the Grand Trunk Pacific line from Winnipeg to Portage La Prairie, has been completed and the same contractors have begun work on a heavy contract, which begins at Plaster Rock, on Tubique River, in New Brunswick, and run east twenty-eight miles. The country here is rough or rolling, and heavily timbered, but there will be some good agricultural lands along this part of line.

The Dominion Government has passed an estimate of $400,000 to build a loop which will place North Sydney on the main line of the Intercolonial railroad.

The Canadian Government Intercolonial railway has sustained recent losses from forest fires estimated at $75,000. Eighty freight cars, two small stations and other properties were destroyed.

The steel track of the Grand Trunk Pacific railway reached Butze, 629 miles west of Winnipeg on July 14.

SHIPPING.

Desertions from steamships visiting Montreal have been comparatively rare this year, a fact which testifies partly to the depressed condition of the labour market and partly to the efficacy of the amended law passed at the instigation of the Shipping Federation.

Legislation passed last session by the Dominion Parliament will prevent the duplication of the names of vessels on the Canadian registry. The coasting regulations have been extended to vessels trading as far south as British Guiana.

A striking example of the extreme dulness in the shipping trade, particularly in sailing charters, is shown by the fact that within the past three or four months sailing ships have put into Halifax, N.S., from Rio Janeiro, East London, South Africa, and Chili in ballast, seekng charters. A recent arrival was the Norwegian ship *Oddersjaa*, 103 days out from Antofagasta, Chili, which has been chartered to load lumber.

The Halifax Tow Boat Company has purchased the *Scotsman*, a screw steel steamer, built at Hull, in 1903, 141 tons gross, and classed 100 A1 at Lloyd's. Her length is 112 feet, and beam 19 feet. She has triple expansion engines, cylinders 11½ by 20 by 33, and 24 inch stroke. She has steam steering gear and windlass and steams at 11 knots speed. She is fitted with the latest towing appliances.

The Harbour Commissioners and the Fire Committee of the City Council of Montreal are discussing mutual arrangements to provide a modernly equipped floating fire appliance.

Pending the ratification of the Franco-Canadian commercial treaty the Dominion Government has renewed for one year the existing contract with the Allan line for a direct service between Havre and Montreal or Halifax. The Government was considering the extension of the service between Canada and France.

TRADE PERSONALS.

Mr. S. T. Marlatt, senior member of the well-known Canadian firm of Marlatt and Armstrong, tanners and leather manufacturers, died at Oakville, Ontario, on July 16.

Mr. H. C. Stone, of Montreal, is acting as supervising architect in connection with the erection of the plant at Lachine, near Montreal, which is to be erected by the Imperial Locomotive and Machine Works. The engineer's plans were prepared in England.

CANADIAN IMPORTS OF DRY GOODS.

"The Canadian market has proved disappointing this year so far as plain staple goods are concerned," says the *Drapers' Record*, "but the portion of the trade concerned with the fanciful and costly end of business has little reason to complain, and good buying is going on in that section. In contemplating the whole result, the progress of Canada's own textile industries has to be taken into account. A remarkable advance is being made by these, but even in bread-and-cheese drapery goods prospects are now improved, for stocks in Canada are declared to be low, and the ability to purchase is better than it was six months ago. The export of cotton piece goods to the Dominion in the first half of the year was some 15 per cent. less than in the corresponding period last year. Worsted goods fell off 25 per cent., jute goods 30 per cent., and woollens and linens no less than 40 per cent.

"The cotton and print mills at Magog, Quebec, which turn out the bulk of the prints produced in Canada, use from 60,000 to 70,000 lbs. of raw cotton per week, and their output is steadily increasing. The normal length of cloth woven there is about a million yards in three weeks, or, say, 8,666,000 yards per half year. This figure is interesting as against the 34,000,000 yards of cotton piece goods exported by this country to Canada in the last half year, when the total consumption of the Dominion was probably under 50,000,000 yards. The comparison will suffice as an example of how Canada is progressing towards the supply of her own wants in staple textiles.

"In the more fashionable section of drapery goods, however, Canada offers an excellent and an improving market, a fact to which British merchants are now fully alive. Velvets, silks and satins, ribbons, laces and embroideries, and a score of other drapery commodities are well worth pushing in the Canadian market, and although, in sympathy with her great neighbour, Canada has been feeling the pinch of hard times, the same causes have not operated, and she has not been hit so hard."

In view of the extensive works which are contemplated to improve the harbour and dock facilities of Montreal, it is understood that Mr. F. W. Cowie, C.E., who has for some time past filled the dual positions of superintending engineer of the St. Lawrence ship channel for the Dominion Government, and chief engineer to the Harbour Commissioners of Montreal, will shortly relinquish the former office and devote the whole of his time to the equipment of this port. Mr. Cowie has been connected with the St. Lawrence ship channel since 1886, when he was made assistant engineer. He was made engineer two years later, and when the late Mr. Tarte became minister of public works, Mr. Cowie was promoted to be superintending engineer. Under his guidance great improvements have been made in the St. Lawrence ship channel and the large sums of money appropriated by Parliament have been used in dredging the river between Montreal and tide water to give ample depth for vessels of the largest draught. Accompanied by Major G. Washington Stephens, the President of the Montreal Harbour Commission, Mr. Cowie recently made a tour of inspection of all the principal ports in the United Kingdom and on the Continent; their work resulted in the presentation of a valuable report which attracted general attention in shipping circles and has led to the adoption of a comprehensive programme for the equipment of the port of Montreal.

THE ST. LAWRENCE ROUTE CONTROVERSY.

Our Ottawa correspondent writes:—

At the present time Montreal is the only port on the Atlantic seaboard which is receiving grain from the West for shipment, and already has handled a great deal more wheat than it did during the entire season of 1907. In the meantime we have recently seen five of the largest cargo vessels of the White Star line taken off the New York route, as well as several of the Hamburg liners and the Cunard line. In most of the American ports, business this season has dwindled until the stagnation prevailing on the docks of New York would be evident to the most casual observer. But there are as many regular passenger and cargo vessels on the Montreal route as at any previous stage in its history, and the number of tramp vessels passing in and out of Montreal is also larger than last year. In New York the charge has been made that this is due to favouritism on the part of the railways. But it is nothing of the sort; the simple truth is that during the present summer the export traffic of the West, being unusually small in volume, has availed itself of the cheapest channel of transport, and is, therefore, travelling to the seaboard by water all the way from the head of the Great Lakes. The 3½ cent rate, which is quoted on wheat for this thousand mile haul from Fort William or Duluth to Montreal is no more than half what it would cost to haul it to New York, and the Canadian trade route, through the complaints of the New York and other American interests, is gaining an advertisement which cannot fail to bring it lasting advantage. When the present season's harvest begins to move eastward it will, of course, tax to the full, as it always does, both the rail and the water lines of transport. By rail, even the Canadian route will yet assert its supremacy. But Montreal's present advantage lies in the fact of its being the only outlet of the all-water route of traffic through the Great Lakes, and this is something which can never be taken from her. It is simply a case of trade taking the cheapest route, and not all the shouting and the threatening that our American friends indulge in will alter this condition.

In connection with our Ottawa correspondent's remarks, it is interesting to quote the opinion of a prominent steam shipowner, interested in the St. Lawrence route, who says:—

"You cannot put this decrease of trade at New York down to one cause only. There are several—the railway charges, as New York claims, but the result of the longer haul and not of discrimination; the building of these huge passenger liners; and also, the most potent reason perhaps of all, the heavy port charges. It is costly work unloading a vessel at New York, and a part of their trade is going to Portland and Boston, where the rates are low, and a part to Montreal, where the long waterway gives us an advantage. It is a warning to Montreal, however, to decrease rather than increase the port charges. Now is the time to lower the dues, and so get full advantage of the flow of trade from New York."

The disturbance to trade caused by the recent serious break in the Cornwall Canal, the fact that the American Government is spending millions in deepening its Erie canals, and that the Canadian Government has decided upon a similar policy by increasing the depth of the Welland Canal to 25 feet, are all proofs of the immense importance of the water routes of the American continent.

The dock labourers of Montreal have practically decided to break away from the American Union and form an association of their own. It is claimed that the Montreal men did not get quite all the aid that was coming to them during recent disputes.

A despatch from Victoria, B.C., states that a syndicate is being formed to take over several local steamships, tugs, and coaling hulks with the view to carry on a general coal carrying and steamship business with points in the northern Pacific coast.

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Canadian Finance.

(From Our Own Correspondent.) TORONTO.

Business on the local exchanges is largely investment in character, and the speculative element is almost entirely out of the market. C.P.R.'s have been strongly supported, and "Soo" has again been selling at a higher price. One of the outstanding features of the week just closed was the advance in Sao Paulo, which scored a point advance at nearly 136. Apart from this the other southern issues have shown little vitality. Mackay common has been strong at 66¼. Electrical Development bonds have been bought pretty freely, and Rio bonds also advanced. In the bank list Dominion stock was a feature, a small line changing hands at 224. A transaction in the new series "B" Ogilvie Flour Mills bonds was reported at 105 and interest. Montreal Power has been fairly active and sold as high as 95½. Generally, prices have been well supported, but business is not large anywhere, and is mostly confined to investment transactions.

The Value of Foreign Reserves.

Whilst few people in a position to know doubt the policy of the banks lending money on call abroad, it is satisfactory to learn from Mr. Fielding that the Government appreciate that the sending of money by the banks abroad "is not always a disadvantage to Canada." This came out with lots of other funny things in the discussion in the House of Commons with regard to the granting of powers to the banks to increase their circulation during the crop movement. The Finance Minister has only repeated what he has stated several times previously, and what is fully appreciated by even those possessing only a rudimentary knowledge of the practice of banking. Anyhow it should silence the views occasionally put forward by critics who do not seem to understand the wisdom of having reserves which are easily available when wanted.

Another $25,000,000 Available.

In the course of the discussion, Mr. Fielding pointed out that the present paid-up capital of the banks, which, of course, measures the amount of circulation which they may issue, is $92,937,272, so that the effect of the legislation will be to allow the banks altogether to increase their circulation by an additional $24,668,604—upon which they will, of course, have to pay interest—during the most busy season of the year in Canada. Mr. Fielding supports the view that it is desirable to obtain capital from abroad, but points out that "of course, the banks would have to take their own steps in that direction." In this connection it is possible that British investors would object to the double liability which attaches to bank stock in this country, but no doubt this liability could be guarded against by some method of insurance, the premium on which would likely be very light.

Rumoured Coming Bank Merger.

It is rumoured in Montreal that negotiations are proceeding having for their object the amalgamation of the Royal and the Quebec banks. The rumour has also been in circulation in Quebec, and it is stated that matters have gone as far as an inspection by officials of the Royal bank of some of the Quebec institution's branches. Nothing definite has been given out at present as to the accuracy or otherwise of these statements.

THE LONDON MARKET.

LONDON, WEDNESDAY.

With the Stock Exchange closed from Friday evening until Tuesday morning, the business week has been a very short one, and transactions were on a limited scale. Although gilt edged securities had shown a somewhat better tendency when the "House" re-opened after the holiday Consols gave way again and marked 87 7-16, carrying over at the monthly settlement at 86½, which compares with 87⅞ a month ago. India Three's are practically 3 points down since the last making up. Home Rails after being depressed by the stream of disappointing dividends commenced the week quite buoyantly on the reported signature of a working agreement between the London and North-Western, the Midland, and Lancashire and Yorkshire Companies, and also on the heavy traffic handled during the holiday. Americans were a good feature, Mr. Taft's speech on his acceptance of nomination for the Presidency by the Republican party, and the settlement of the long feud between the Harriman and Gould groups. The uncertain attitude of New York over the holidays and the nature of the latest crop reports caused the market to open yesterday wih a dull appearance, but Wall Street waking up a little stimulated the London market and prices showed an improving tendency. On the Continental Bourses, Berlin was rather unsettled, but Paris took the view that the Government had the strike well in hand, and apart from Turkish securities—which have been an unsettled market owing to the nervousness as to developments in Turkey—prices have been well supported. The South African section has been quite strong again, and copper shares have been a good feature under the lead of Tintos, which are decidedly higher. The sensational incident in this department was, of course, the remarkable advance in Esperanzas, which have more than doubled their recent quotation owing to the very satisfactory developments at the property.

Canadians have been rather irregular since our last report. The terrible fire in British Columbia—the effect of which has probably been much exaggerated—had a depressing influence on C.P.R.'s, and checked the forward movement. The price was offered down to 176¼ yesterday, but rallied later on. Grand Trunks have been rather dull and inclined to give way fractionally. Both companies show heavy decreases for the last ten days of the month, but it must be remembered that they are beginning to compare with heavy gains in 1907, a fact, the full significance of which the market, of course, appreciates. Hudson's Bays are rather easier, but other land shares have been steady. Calgary and Edmontons July sales averaged $9.26 per acre. A feature has been the pronounced further recovery in Canadian General Electrics which are back to about 110, and are said to be in short supply. Dominion Coal also continues its advance, and the South American group is still on the up grade under the lead of Mexico Tramways shares, which have been very strong and close at about 117. Government and Municipal issues show little alteration on the week.

FINANCIAL ITEMS.

Oil Fields.—It is said that the deal between the British syndicate and local owners for the sale of Tilbury-Romney Oil Fields has fallen through. The local men wanted $1,000,000, and the British offered $750,000.

Bank of Yarmouth.—An application will be made to the supreme court to approve of a compromise of the action brought by the shareholders against the directors of the defunct Bank of Yarmouth. The compromise agreed upon by Mr. Stavert and the directors is $32,000.

Irrepressible Winnipeg.—It appears that, in the face of strong opposition on the part of the Mayor and the Chairman of the Board of Control, which was instrumental in disentangling the financial knot into which the affairs of the city of Winnipeg had been tied by amateur financiers, the City Council has authorised a preliminary expenditure of about $600,000 in connection with its power project. The friends of the city in London had hoped that the sound men in the Council would be sufficiently strong to prevent the city from committing itself to fresh expenditure. We believe that Winnipeg really possesses an excellent governing body, but a section of the Council is apparently recruited from a class quite inexperienced in financial matters. The probity of these headstrong members is indisputable, and their ambitious desires in connection with their city's affairs are doubtless quite laudable, but their presence on the Council is to be regretted, for they are undoubtedly dangerous advisers on matters of finance.

A New Milling Company.—The Ontario and Manitoba Flour Mills, Ltd., has just been incorporated with a capital of $750,000; the head office is at Ottawa. The incorporators are A. W. Fraser, J. G. Gibson, J. Mulhall, H. H. Williams, James Gibson, A. G. Malher and N. J. Ker, all of Ottawa.

Dominion Steel.—According to the Halifax *Morning Chronicle*, the Dominion Iron and Steel Company have applied to the Dominion Coal Company for a years' extension of the special contract, which was signed in this city on December 6, 1906, by which the coal company agreed to give the steel company all the coal they required for the term of two years at the rate of about $2.80 per ton, the same expiring on December 6, 1908. There are probably good reasons why Mr. Plummer and his co-directors have intimated to their friends, the coal company, the desire to have the contract extended to December 6, 1909. Supposing, for instance, the case now pending before the Judicial Committee of the Privy Council were again postponed—a not impossible happening—and the two years' contract expiring in the meantime, the Dominion Steel Company would be without coal. So it is, no doubt, a thoroughly business-like precaution to secure the said extension of the contract should the coal company be disposed to grant the request. As it is, it is understood that the Dominion Iron and Steel Company are not at the present time taking their full quota of coal.

ANSWERS TO FINANCIAL CORRESPONDENTS.

T. H. B. (St. Ives).—1. We believe that the partners of this mining firm are fugitives from justice. 2. This so-called newspaper was only a bucket-shop circular. 3. If you read our weekly mining news you will find that if development is carried on on this property it will be duly chronicled.

K. D., E.-H.—You might find any of the following books of use to you: "Guide to the Stock Exchange," by W. G. Cordingley, price 2s.; "How to Read the Money Article," by Charles Duguid, price 2s. 6d.; "Handbook for Investors," by F. C. Mathieson and Sons, price 2s. 6d. All these are obtainable at Effingham Wilson's, 54, Threadneedle Street, London, E.C.

COBALT SHARES.

"Canada" only quotes the shares of those companies which are regarded as bona-fide mining undertakings. Their appearance in our list does not infer that we regard them as worth buying at the price quoted, but they are to be regarded (subject to weekly revision) as the standard Stocks in Cobalt securities.

The following were the quotations at Toronto on July 25:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Foster-Cobalt Mining Co.	$1,000,000	$1.00	.42	.35
Trethewey	1,000,000	1.00	.80	.90
Buffalo Mines Co.	900,000	1.00	—	1.65
McKinley-Darragh-Savage Mines	2,000,000	1.00	.75	.73
Cobalt Silver Queen.	1,500,000	1.00	1.12	1.10
Green-Meehan Mining Co.	1,500,000	1.00	.18	.7
Coniagas	4,000,000	5.00	5.40	5.10
Kerr Lake Mining Co.	3,000,000	5.00	3.00	2.75
University Mines	1,000,000	10.00	4.00	2.00
Nipissing Mines Co.	6,000,000	5.00	7.37½	7.12½
Nova Scotia Silver-Cobalt	1,800,000	1.00	.28½	.26½
Temiskaming (new)	2,000,000	1.00	.49½	1.49½

CANADIAN RAILWAY REVENUE STATISTICS.

Name of Railway.	Ten Days Ending July 31.	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease.
Alberta	$7,218	$199	—
Canadian Pacific	$2,282,000	—	$292,000
Grand Trunk	£171,917	—	£39,390
Canada Atlantic	£13,080	—	£1,370
Grand Trunk Western	£32,219	—	£3,336
Detroit Grand Haven	£11,393	—	£304
Mexican	$193,800	—	$15,900
Quebec Central	$46,449	$751	—

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CANADIAN SECURITIES.

LATEST PRICES IN MONTREAL AND TORONTO.

BANKS.	Paid	Price per Share per $100.
Bank of Brit. North America ...	£50	142.144
Bank of Hamilton	$100	186.188
Bank of Montreal	100	234
Bank of New Brunswick ...	100	—
Bank of Nova Scotia	100	277½.278
Bank of Ottawa...	100	—
Bank of Toronto	100	213
Banque d'Hochelaga	100	—
Banque Nationale	30	120†
Canadian Bank of Commerce...	50	160
Dominion Bank...	50	232
Eastern Townships Bank ...	50	148.150
Imperial Bank of Canada ...	100	225
Merchants' Bank of Canada ...	100	154.156
Metropolitan Bank	100	—
Molson's Bank	100	195½.197
Quebec Bank	20	124.127½
Royal Bank of Canada... ...	100	217.219
Standard Bank of Canada ...	50	217.220
Traders' Bank of Canada ...	100	131.132
Union Bank of Canada ...	100	133.140
Union Bank of Halifax ...	50	—

LOAN COMPANIES.		
Agricultural Savings and Loan	50	119.121
British Columbia Permanent Loan and Savings	100	—
Canada Landed and National Investment	50	120.122
Canada Permanent Mortgage ...	10	131
Canadian Savings and Loan ...	50	—
Cent. Canada Loan & Savings..	100	160.165
Dom. Savings and Investment	50	70½.72
Hamilton Provident and Loan	100	118.120
Huron & Erie Loan & Savings..	50	177.180
Imperial Loan and Investment	100	70†
Landed Banking and Loan ...	100	118.120
London & Can. Loan & Agency	50	99.101
London Loan	50	—
Montreal Loan and Mortgage...	25	132†
National Trust of Ontario ...	100	148.150
Ontario Loan and Debenture ...	50	129.131
Real Estate Loan and Debenture	40	85.87
Toronto General Trusts ...	100	143.145
Toronto Mortgage	50	109.112
Toronto Savings and Loan ...	100	126†

INSURANCE.		
British America	50	97†
Canada Life	400	155†
Confederation Life	10	285†
Imperial Life	45	150†
Sun Life of Canada	15	—
Union Life	100	—
Western	20	96†

RAILWAYS, TRAMWAYS, LIGHT, AND POWER.		
Canadian General Electric ...	100	105
Consumer's Gas, Toronto ...	50	192
Electric Development of Ontario	100	25
Do. 5% Bonds	100	85
Halifax Electric Tramway ...	100	98.100
Hamilton Cataract Power, Light, and Traction	100	—
Havana Electric Railway ...	100	21½.25
Do. 6% Preferred... ...	100	71.75
London Electric...	100	89½†
London Street Railway ...	40	97½†
Montreal Street Railway ...	50	173.174
do. do. 4% Bonds	100	98.100
Montreal Light, Heat and Power	—	95¾
Ottawa Electric Railway ...	100	—
St. John Railway	100	97.99
Toronto Electric Light... ...	100	112
Toronto Railway	100	105
Trinidad Railway	100	—
Twin City Rapid Transit ...	100	90¾.91
Winnipeg Electric St. Railway	100	156.158

SHARES QUOTED ON THE LONDON MARKET.			
British Columbia Develpmt Ass.	1	⅛	1
Le Roi	5	7/16	9/16
Le Roi No 2	5	1⅜	⅝
Tyee Copper	1	6/16	7/16
Ymir...	1	2/9	3/3

* In Canada to facilitate business the actual denomination of securities is generally ignored and stocks and shares are quoted at so much % on an assumed par value of $100. † Last sale.

IRON, COAL, AND STEEL, &c.	Paid.	Price per Share per $100.*
Cariboo Hydraulic Mining ...	1	—
Consolidated Mines	100	—
Crow's Nest Pass Coal	100	275†
Dominion Coal	100	56⅝
Do. 7% Preferred	100	99.100
Do. 5% Bonds	100	—
Dominion Iron and Steel ...	100	16⅛
Do. 7% Preferred	100	61.61¼
Do. 5% Bonds	100	75½.76
Intercolonial Coal Mining ...	100	59 61⅛
Do. 7% Preferred	100	100¼†
Montreal Steel Works	100	62.63
Do. 7% Preferred	100	93.96
Nova Scotia Steel and Coal ...	100	46¼.48
Do 8% Preferred	100	108.110
Do. 6% Bonds	100	103.105½

MISCELLANEOUS.		
Bell Telephone	100	138½
Do. 5% Bonds	100	101.103
Canada North-West Land ...	25	100.105
Do. 6% Preferred	60	—
Canadian Coloured Cotton Mills	100	48.50
Do. 6% Bonds	100	90.92
Canadian Salt 7% Preferred ...	100	—
Dominion Telegraph	50	102½.105
Dominion Textile 7% Preference	—	81¾.82½
Do. 6% Bonds, Series "A"	—	82½.83½
Dunlop Tyre 7% Preference ...	100	—
Lake of the Woods Milling ...	100	87.88
Do. 7% Preferred	100	108.112
Do. 6% Bonds	100	104.105¼
Laurentide Paper	100	98
Do. 7% Preferred	100	112
Do. 6% Bonds	100	105.110
Montreal Cotton	100	105.118
Montreal Telegraph	40	131.133
Niagara Navigation	100	118.120
Northern Navigation	100	94½.97
Ogilvie Flour Mills	100	100.105
Do. 7% Preferred	100	117¾.118½
Do. 6% Bonds	100	105.110½
Ontario and Qu'Appelle Land...	40	—
Richelieu & Ontario Navigation	100	75⅞.77
Rogers, W. A., 7% Preferred ...	100	—
St. Lawrence & Chicago Navigation	100	116.118

"When the Quebec bridge comes to be rebuilt it ought to be rebuilt by Canadian firms," says the *Hamilton Herald*, to which dictum the *Ottawa Journal* replies in the following editorial comment. Why? Why should not those build it who will build it on the best business basis, provided reliability is secured?. Some of the biggest works in the United States are done by British contractors.

Sir H. Montagu Allan, of Montreal, has been elected to the board of the Royal Trust Company, succeeding the late Sir Robert G. Reid. Sir Montagu has a great many important interests in the financial and industrial affairs of Canada besides his more active association with the Allan Line Steamship Company. Among his many interests are the following: President Merchants Bank of Canada; president Canada Paper Co., Ltd.; president Acadia Coal Co., Ltd.; president Railway Securities Co., Ltd.; vice-president Canada Car Co., Ltd.; director Allan Line Steamship Co., Ltd.

The Trans-Continental Railway Commission has issued a call for tenders for the construction of all the remaining links in the Eastern Division section of the new line between Winnipeg and Moncton. These are all in Northern Ontario and Northern Quebec and amount in the aggregate to 575 miles. The tenders must be in by 20th August and it is provided that the work in question must be completed by the end of December, 1910.

The Dominion Government is about to send a special Customs officer to Hudson Bay on the Government steamer *Arctic* for the purpose of enforcing Canadian Customs laws in these waters. For a number of years American whalers and trading vessels have done a profitable business, trading with the natives without the payment of duty on merchandise brought into Canada, to be used in the purchase of furs, etc., from the natives.

PUBLIC NOTICE.

NOTICE is hereby given, that a SPECIAL GENERAL MEETING of the Stockholders of THE DOMINION ATLANTIC RAILWAY COMPANY will be held at the Head Office of the Company, Threadneedle House, Bishopsgate Street Within, London, England, on Friday, the seventh day of August, 1908, at 12 o'clock noon for the following purpose, viz. :—

To consider and if deemed advisable to adopt By-laws (a) increasing the number of Directors from 3 to 5, determining the period for and the manner in which Directors shall be elected to and retire from the Board by rotation, determining the order in which members of the Board of Directors so constituted shall as between themselves retire, and regulating the filling up of vacancies among the Directors (b) to increase the remuneration of the Board of Directors, and (c) to authorise the Directors to make cantributions to the Sick and Benefit Fund of the Company's employees.

A draft of the By-laws intended to be submitted to the Meeting can be seen by any Stockholder at the Company's Head Office during the usual business hours on and after the twenty-first day of July instant.

And notice is hereby given, that a Special General Meeting of the Stockholders of The Dominion Atlantic Railway Company will be held at the Head Office of the Company, Threadneedle House, Bishopsgate Street Within, London, England, on Friday, the seventh day of August, 1908, at ten minutes past 12 o'clock in the afternoon (or so soon thereafter as the Special General Meeting convened for the same day and place at 12 o'clock noon is concluded), for the following purpose, viz. :—

To elect two Directors, in addition to the Directors now in office.

Dated this first day of July, 1908.

R. L. CAMPBELL, Secretary.

Threadneedle House, Bishopsgate Street Within, London, E.C.

Mr. Byron E. Walker, president of the Canadian Bank of Commerce, will address the thirty-fourth annual convention of the American Bankers' Association, to be held at Denver in October.

A party of Winnipeg gentlemen, including Sir W. H. M'Millan, Lieutenant-Governor of Manitoba, after an extended visit over the Western fields, estimate the harvest at 140,000,000 bushels.

In the latest issue of *Toilers of the Deep*, which is a monthly record of mission work among fishermen and sailors, Dr. W. Grenfell has an interesting article upon the reindeer which were recently imported from Lapland into Labrador.

In the *Cornhill Magazine* for August Mrs. Henry de la Pasture continues "Catherine's Child," and Mr. Halliwell Sutcliffe contributes a second instalment of his new serial "Priscilla of the Good Intent." Fiction is further represented by short stories. In "Sixty Years in the Wilderness" Mr. Henry W. Lucy gives a fresh batch of his literary and journalistic experiences. The "Book on the Table" which Miss Virginia Stephen selects this month is "A Week in the White House with Theodore Roosevelt." In "Ruskin College" Mr. Charles Sydney Buxton tells the story of an interesting educational experiment now in progress at Oxford, while in "Bad Relations" Mr. Bernard Capes deals in a light vein with the influence of nomenclature on character. Several other interesting features are also included.

THE BANK OF TORONTO.

Head Office—TORONTO, CANADA.

Capital **$4,000,000**

Reserve Fund **$4,500,000**

74 Branches throughout Canada.

London Agents:—The London City and Midland Bank, Limited.

Collections made on best terms and proceeds promptly remitted.

Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

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The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $5,000,000 (£1,027,397).**

President—B. E. WALKER. **HEAD OFFICE—TORONTO.** General Manager—ALEX. LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook, Creston, Dawson, Fernie, Greenwood, Kamloops, Ladysmith, Mission City, Nanaimo, Nelson, New Westminster, Penticton, Prince Rupert, Princeton, Vancouver (3 offices), Victoria, White Horse

WESTERN PROVINCES

Bawlf, Brandon, Calgary, Canora, Carman, Claresholm, Crossfield, Dauphin, Drinkwater, Durban, Edmonton, Elgin, Elkhorn, Gilbert Plains, Gleichen, Grandview, Granum, Hardisty, High River, Humboldt, Innisfail, Innisfree, Kamsack, Langham, Lanigan, Lashburn, Lethbridge, Lloydminster, Macleod, Medicine Hat, Melfort, Moose Jaw, Moosomin, Nanton, Neepawa, Nokomis, N'th Battleford, Norwood, Pincher Creek, Ponoka, Portage la Prairie, Prince Albert, Radisson, Red Deer, Regina, Saskatoon, Stavely, Stony Plain, Strathcona, Swan River, Treherne, Vegreville, Vermilion, Vonda, Wadena, Watson, Wetaskiwin, Weyburn, Winnipeg (8 offices), Yellowgrass

ONTARIO AND QUEBEC

Ayr, Barrie, Belleville, Berlin, Blenheim, Brantford, Cayuga, Chatham, Cobalt, Collingwood, Crediton, De Lorimier, Dresden, Dundas, Dunnville, Exeter, Fort Frances, Fort William, Galt, Goderich, Guelph, Hamilton, Kingston, Latchford, Lindsay, London, Montreal (2 offices), Orangeville, Ottawa (2 offices), Paris, Parkhill, Parry Sound, Peterboro', Port Arthur, Port Perry, Quebec, Rainy River, St. Catharines, Sarnia, Sault Ste. Marie, Seaforth, Simcoe, Stratford, Strathroy, Thedford, Toronto (10 offices), Toronto Junction, Walkerton, Walkerville, Waterloo, Wiarton, Windsor, Wingham, Woodstock

MARITIME PROVINCES

Alberton, Amherst, Antigonish, Barrington, Bridgewater, Charlottetown, Halifax, Middleton, Montague, New Glasgow, Parrsboro', St. John, Shelburne, Souris, Springhill, Summerside, Sydney, C.B., Truro, Windsor

IN THE UNITED STATES

New York, Portland, Ore., San Francisco (2 offices), Seattle, Skagway

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. S. CAMERON ALEXANDER, *Manager.*

Agents in Scotland—**Bank of Scotland.** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the North-West Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 480,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.
A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL
H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man., Ashcroft, B.C., Battleford, Sask., Belmont, Man., Bobcaygeon, Ont., Brandon, Man., Brantford, Ont., Calnsville, Ont., Calgary, Alta., Campbellford, Ont., Darlingford, Man., Davidson, Sask., Dawson, Yukon Dist., Duck Lake, Sask., Duncans, B.C., Estevan, Sask., Fenelon Falls, Ont., Fredericton, N.B., Greenwood, B.C., Halifax, N.S., Hamilton, Ont., " Barton St., " Victoria Ave., Hedley, B.C., Kaslo, B.C., Kingston, Ont., Levis, P.Q., London, Ont., " Market Square., " Hamilton Road., Longueuil, P.Q., Midland, Ont., Montreal, P.Q., " St. Catherine St., N. Vancouver, B.C., North Battleford, Sask., Oak River, Man., Ottawa, Ont., Quebec, Que., Reston, Man., Rossland, B.C., Rosthern, Sask., St. John, N.B., " Union St., Toronto, Ont., " King and Dufferin Sts., " Bloor St. and Lansdowne Ave., Toronto Jct., Ont., Trail, B.C., Vancouver, B.C., Victoria, B.C., Weston, Ont., Winnipeg, Man., Yorkton, Sask.

AGENCIES IN THE UNITED STATES.

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$3,800,000
Reserve Fund and Undivided Profits.	5,000,000
Deposits by the Public	34,000,000
Total Assets	48,000,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and Commercial Letters of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

THE

BANK OF OTTAWA.

Capital, $3,000,000.
Rest and Undivided Profits, $3,144,020.
ASSETS, over $31,000,000.

President, GEORGE HAY. Vice-President, DAVID MACLAREN.
General Manager, GEORGE BURN.

SIXTY BRANCHES IN CANADA.

Correspondents throughout the World.

Agents in Great Britain: PARR'S BANK, LIMITED.

The financial strength and careful management of this institution, which has been established since 1874, warrant your confidence.

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BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,260,274 Sterling. Undivided Profits, £143,830 0 0

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., *Honorary President.*
Hon. Sir GEO. A. DRUMMOND, K.C.M.G., *President.* E. S. CLOUSTON, Esq., *Vice-President.*
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HEAD OFFICE, MONTREAL - - - E. S. CLOUSTON, *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont.
Almonte, Ont.
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Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
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Charlottetown.
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Collingwood, Ont.
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Cornwall, Ont.
Chilliwack, B.C.
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Edmundston, N.B.
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Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Guelph, Ont.
Grimsby, Ont.
Gretna, Man.
HALIFAX, N.S.
and Sub-Branch,
,, North End.
HAMILTON, Ont.
,, Sherman Avenue.
Hartland, N.B.
Holstein, Ont.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lake Megantic, Que.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat., Alta.
Millbrook, Ont.
Moncton, N.B.
MONTREAL, Que.,
and Sub-Branches.
,, Hochelaga.
,, Papineau Avenue.
Point St. Charles.
,, St. Henri.
,, Seigneurs Street.
,, Westmount.
,, S. Anne de Bellevue
,, West End
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
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Nicola, B.C.
Oakville, Man.
OTTAWA, Ont.,
and Sub-Branches.
,, Bank St. and Hull.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Port Arthur, Ont.
Portage La Prairie, Man.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC,
and Sub-Branches.
,, St. Roch.
,, Upper Town.
Queensville, Ont.
Raymond, Alta.
Regina, Sask.
Rossland, B.C.
Rosenfeld, Man.
St. John, N.B.
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon.
Sawyerville, Que.
Shediac, N.B.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
TORONTO, Ont.,
and Sub-Branches.
,, Carlton and
Dundas Streets.
,, Queen Street.
,, Richmond Street.
,, Yonge Street.
Trenton, Ont.
Tweed, Ont.
Vancouver, B.C.
Sub-Branch, West-
minster Avenue.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
WINNIPEG, Man.,
and Sub-Branches.
,, Fort Rouge.
,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland
Birchy Cove.
St. John's.

In United States.
NEW YORK,
31, Pine Street.
CHICAGO,
Cor: La Salle and
Monroe Street.
SPOKANE,
State of Washington

In Mexico.
CITY OF MEXICO.

Correspondents in United States.

Boston—Merchants National Bank. Buffalo—The Marine National Bank. New Orleans—Whitney Central National Bank.
Philadelphia—Bank of North America. San Francisco—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—Rt. Hon. Lord STRATHCONA and MOUNT ROYAL, G.C.M.G., THOMAS SKINNER, Esq.,
FREDK. W. TAYLOR, *Manager.* H. HAYLOCK, *Assistant Manager.*

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Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE
MOLSONS BANK.

Incorporated 1855.

Capital, paid up £690,446 - $3,360,170
Reserve Fund £699,446 - $3,360,170

Head Office, Montreal.

63 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $3,900,000 RESERVE - $4,390,000

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9 Branches in Cuba.
Branches in Newfoundland and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS, OR INDIVIDUALS, CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—
BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established - 1864

Capital Paid Up, $6,000,000 (£1,232,876) Reserve Fund and Undivided Profits, $4,267,400 (£876,864)

HEAD OFFICE—MONTREAL

Sir H. Montagu Allan, Kt., *President.* Jonathan Hodgson, Esq., *Vice-President.*
E. F. Hebden, *General Manager.* T. E. Merrett, *Supt. of Branches and Chief Inspector*

BRANCHES AND AGENCIES

ONTARIO

Acton
Alvinston
Athens
Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin
Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Markdale
Meaford
Mildmay
Mitchell
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St. James St.
,, 1255 St. Catherine St. E.
,, 310 St. Catherine St. W.
,, 1330 St. Lawrence Boul.
,, Town of St. Louis
Beauharnois
Lachine
Quebec
,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Jerome
St. Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris
Napinka
Neepawa
Oak Lake
Port'e la Prairie
Russell
Souris
Winnipeg

Alberta

Calgary
Camrose
Carstairs
Daysland
Edmonton
Ft. Saskatche'n
Lacombe
Leduc
Lethbridge
Medicine Hat.
Olds
Red Deer
Sedgewick
Stettler
Tofield
Vegreville
Wetaskiwin

Saskatchewan

Arcola
Carnduff
Gainsborough
Maple Creek
Oxbow
Whitewood

British Columbia

Vancouver
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AGENCY IN UNITED STATES—NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 117 Branches of THE MERCHANTS' BANK OF CANADA.

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Banking, Insurance and Finance.

The British Investor and Power Propositions. How difficult it is to interest the home investor in Canadian power propositions is proved by the fact that the issue of the Toronto Power Four and a Half per Cent. Debenture stock by the British Empire Trust Co., Ltd., has proved a fiasco, the underwriters being saddled with no less than 97 per cent. of their subscriptions. This is nearly as bad as the Kaministiquia Power issue, which, it will be remembered, was a signal failure. The recent abortive attempt to place Six per Cent. Mortgage bonds of the West Kootenay Power and Light Company also proves how difficult it is to interest British capitalists in this class of enterprise. There is, of course, some excuse for the attitude adopted by investors in this country towards power propositions, for it is obvious that they cannot be expected to rush after securities in a class of enterprise about which they know practically nothing. In Canada itself the merits of these power companies are properly appreciated, but until efforts are made to place ample information at the disposal of investors in this country they are hardly likely to become keenly interested in such concerns. As we have over and over again stated, until directors of Canadian Companies see the advisability of publishing their reports and balance-sheets in the papers most likely to reach capitalists here, there is little hope for an extension of public interest in not only power concerns, but in many other prominent Canadian enterprises which on their own merits certainly deserve to be dealt in on the London market. Were such information as we suggest is necessary made readily available, there would be less reluctance to subscribe for what are really first-class investments when they are offered upon attractive terms to investors here.

* * *

American Capitalists and Canada. That American capitalists are keenly alive to the possibilities offered by Canadian public utility concerns has been, of course, apparent for a long time past to all connected with the principal companies engaged in this class of enterprise, and we have on several occasions referred to the efforts made to secure control of a number of the most prominent of these enterprises. The mail just to hand brings us intelligence of another serious attempt by a group headed by Mr. Shaw, the ex-Secretary of the United States Treasury, to obtain a controlling interest in both the Montreal Light, Heat, and Power Company and the Montreal Street Railway. It is stated that Mr. Shaw and his friends have such faith in the future of the Power Company that they are prepared to guarantee a 6 per cent. dividend for 1909, and 8 per cent. thereafter. Whether or no this offer will prove acceptable to the Power Company's directors and shareholders remains to be seen, but it will certainly create increased confidence in the future of the Company in question. We understand that the group are prepared to guarantee the continuance of the existing 10 per cent. dividends on the Montreal Street Railway, but that their offer has in this case not proved sufficiently attractive. Be this as it may, the knowledge that the offer has been made will be stimulating intelligence to holders of the stock of this well known Canadian concern.

* * *

Necessary Legislation. We have already alluded to the drastic effects which will follow from inauguration of the New Companies Act of 1907. Whilst admitting that the reforms in company law which this measure introduces are all to the good, it is to be hoped, as that well-known financial writer, Mr. Charles Duguid, points out in a note on the subject, that the codification of our company law, so necessary if we are to remove the chaos caused by the many enactments relating to joint stock companies and their management, will be taken in hand by the Government. This very necessary measure has been promised, and it is earnestly to be hoped that the Government will see to it that this promise is redeemed as early as possible. As we have several times shown in commenting upon legal decisions affecting company matters, it is almost impossible for the layman to form an accurate opinion as to the law regarding many important points that are constantly cropping up. The codification of the numerous Acts now on the statute book relating to joint stock companies is much overdue, and it is advisable that every effort should be made to persuade the Government to introduce the necessary legislation to remove this reproach at the earliest possible date.

* * *

British Investors and Canadian Bank Shares. The suggestion put forward in a Canadian contemporary, and referred to in last week's *CANADA*, that one of the simplest ways to find the increased capital required to carry on the ever expanding business of the country is to issue new shares in this country, has aroused so much interest in Anglo-Canadian financial circles that a representative of *CANADA* has made further inquiries on the subject. It is admitted that the only practical way by which the larger monetary requirements of the country can be met is by increasing the capital of the banks. The latter will no doubt take the necessary steps to issue new capital in due course, and in accordance with the requirements of the situation. It is, of course, in their interests to increase the funds at their disposal, and we think it can be taken for granted that the suggestion that new issues of capital should be made in this market will be welcomed and probably acted upon, for it must be obvious to everyone that new issues of shares made in the country in which financial institutions carry on their business do not actually increase the financial resources of that country by a penny piece: they simply represent a transfer from one pocket or account to another. This is one of the very strongest arguments for the contention that the Canadian banks should place their new issues of capital abroad. In well informed quarters it is believed that the public would subscribe readily for shares in the leading Canadian banks, in which at present home investors are but moderately interested. Bank shares are a favourite form of investment in this country, and it would be an excellent move on the part of the leading Canadian institutions to give investors here an opportunity of subscribing the additional capital that the country needs.

* * *

The Swing of the Pendulum. It is gratifying to learn from our Canadian correspondents that there is unmistakable evidence of a welcome improvement in trade conditions in the Dominion as well as in the United States. Whilst this is welcome intelligence, it is worth bearing in mind that neither in the Dominion nor in the neighbouring Republic do well-informed and unbiased judges of the position expect a complete return to the conditions obtaining in 1906-1907, no matter how excellent the harvest may be this autumn. Trade is undoubtedly on the mend in Canada, but those able to form a sound opinion of the outlook believe that the recovery will be a gradual one, which, it is hardly necessary to remark, would be much more healthy than any violent swing of the pendulum. Whilst holding these chastened views of the trade outlook in Canada, it is, of course, highly satisfactory to be able to record that the crop prospects are excellent in every way. One authority, and that no mean one, anticipates that "the crop of wheat in the North-West will amount to from 120,000,000 to 140,000,000 bushels, and that the crop should start moving from a month to six weeks earlier than it did last year."

* * *

Lamentable Ignorance. A Toronto paper, in its endeavours to find an explanation for the fact that investors did not as readily subscribe to the new Canadian loan as might have been wished, says that the main reason is "the enormous increase in the scale of national expenditure which has taken place (since 1897, when a 2½ per cent. loan was floated at 91½), and in the wild talk of stupendous additions for the purpose of carrying through gigantic canal schemes and a railway to Hudson's Bay." This is utter nonsense; but, whilst it will be laughed at in this country, in Canada it may be taken more seriously than it deserves. The real explanation is, of course, that which appeared in these columns at the time—viz., that the moderate response to the new loan was entirely due to the competition of other high-class issues, which, whilst showing better rates of interest, compared favourably with the Canadian loan in point of security. Had our contemporary read our remarks upon the result of the Canadian Government's latest borrowing, it would have been saved from indulging in comments which, to say the least of it, betray a lamentable ignorance of monetary conditions in this country, and the attitude of the investor towards Canadian securities generally.

CANADIAN CROP REPORTS.

The Minister of the Interior at Ottawa, in a report on crops and live stock in Canada, says:—

"Excepting in a few localities in the Eastern Provinces, the seeding season opened early, and fine growing weather has prevailed in the months of May and June. But in a country of such wide extent as Canada it was inevitable that a low rainfall would be reported for some parts. The high average per cent. of standard condition, however, is proof of a rainfall fairly adequate. The increase of area in wheat over last year is 468,006 acres for Alberta, Saskatchewan, and Manitoba; but in Ontario, Quebec, and Prince Edward Island there is a decrease of 18,831 acres.

"Oats show an increase of area sown of 537,344 acres. Ontario's increase is the largest for any province, being 175,951 acres; but for the three North-West Provinces the increase is 282,047 acres. The area for all the Provinces is 7,942,943 acres, which is 1,429,978 acres more than wheat.

"Barley's area is 1,746,911 acres. This is only 10,132 acres more than last year; and while there is an increase of 29,207 acres in Alberta, there is a drop of 23,007 in Ontario."

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Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents.

COBALT.

The shipments from Cobalt camp during the week ending July 18 were:—

	Pounds.
Cobalt Lake	95,228
Crown Reserve	44,000
La Rose	362,610
Nipissing	253,600
Nova Scotia	40,230
O'Brien	63,870
Right of Way	60,050
Trethewey	121,640

The total shipments for the week were 1,011,000 pounds, or 505 tons.

The Trethewey is sending out steady ore shipments, and will soon become a regular dividend payer. Moreover it will soon be treating its low-grade ores on its own property and shipping rich concentrates and high-grade ore only.

La Rose extension will be worked by continuing the drifts at the first and second levels and following the main vein. Cross-cuts will be run and drifts driven on stringers in all directions, thus exploring at depth. The plant now at La Rose has sufficient capacity to work the entire property, and more drills will be added as the number of men is increased.

Everywhere in the camp building and extensions are the order of the day. In south-eastern Coleman, the section visited recently by a disastrous fire, rebuilding is in full sway, showing that the owners are not dismayed, but, on the other hand, appear better satisfied than ever and are looking forward to the permanency of the camp.

The Nipissing Company has made, it is stated, two good finds in the town of Cobalt. The Coniagas Company has also found a vein that looks very promising indeed.

Fire has destroyed the power house and new compressor plant at the Silver Queen. The building was a complete loss, but three eighty horse power boilers, the new twelve drill compressor, engine and dynamo can be repaired. Mining operations will be greatly hampered for the next few weeks.

THE YUKON

All the Yukon is watching keenly the new method of mining auriferous gravels of the northern creek bottoms, which is being undertaken on Bonanza Creek. The new method is to hydraulic the bottoms, and carry away the gravel with the aid of an electrically driven lift or conveyor, resembling in principle the operation of a chain of buckets on a dredge. It is the first practical test ever made in the north with a conveyor or lift driven with electricity. Similar conveyors on a rougher scale have been driven with steam, but the expense of generating the steam made them impracticable for operating anything but very rich gravels. The Yukon Gold Company, better known as the Guggenheims, are the originators of the electrical process here. The low cost of power is the mainstay in this undertaking. The power will be used to lift water from a sump hole at the bottom of the conveyor, about thirty feet, to the tailing race, as well as to drive the buckets. The power is generated on Twelve Mile River, 35 miles distant, and brought over the hills by direct trunk wire. Pelton wheels driven by the river water generate the power. The Guggenheims are planning to have three of the elevators erected this season. The process seems so certain to be a success that the company has not hesitated to make a heavy initial expense, which not only includes the purchase and installation of 100 tons of material to each conveyor, but also the carrying of the water many miles from the head of Bonanza, piping along the creek bottoms, digging of long open cuts, and other expensive incidental work. Should this process prove successful, the venture will be the cause of revolutionising the methods of working creek bottoms.

GOLD ON THE CHILLIWACK RIVER.

A gold strike on the upper reaches of the Chilliwack river is reported. The original discoverer, a Seattle man, is stated to have taken out $12,000 in a few days.

NOVA SCOTIA.

It is stated that a valuable seam of pure copper has been discovered at the Copper Lake Mining Companys' property in Antigonish county. The copper was struck at a depth of 106 feet, and the samples taken out show ten inches of pure copper.

Mr. W. F. Jennison, C.E., who has been in communication with the Federal Government regarding the gypsum deposits of the Maritime Provinces, has been instructed to prepare a monograph on the subject. The gypsum deposits of the Provinces of Nova Scotia and New Brunswick are said to exceed anything known to the world in quantity and variety of quality, but are only developed in their primary stage.

The splendid total of 16,584 tons of coal was raised during one day at the Dominion Coal Company's mine recently. This is one of the largest day's output ever secured from the collieries since the company began mining operations.

ASBESTOS IN QUEBEC.

A discovery of asbestos has recently been made in the township of Thetford. Asbestos was known to occur on this lot for several years, but little attention was paid to this until recently when a rich shoot was found. The quality appears to be the same as found in the Thetford and Black Lake mines. Veins measuring one inch and over, yielding an excellent crude No. 1 were found, while veins of smaller width in immediate vicinity cover an area of about 125 feet long and 50 feet wide.

ROSSLAND.

Ore shipments were as follows during the week ending July 18:—

	Tons.
Centre Star	3,208
Le Roi	1,231
Le Roi No. 2	559
Evening Star	67
Josie Con	32
Total	5,097

BOUNDARY.

The shipments were as follows during the week ending July 18:—

	Tons.
Granby	21,744
Mother Lode	8,901
Oro Denoro	2,912
Rawhide	1,710
Brooklyn	1,050
Sunset	576
Mt. Rose	50
Total	36,943

SLOCAN-KOOTENAY.

Shipments were made as follows during the week ending July 18:—

	Tons.
St. Eugene	424
Whitewater	90
Whitewater, milled	280
Poorman, milled	250
Queen, milled	185
North Star	394
Richmond	43
Sandard	22
Slocan Star	23
Reco	22
Total	1,733

The British Columbia shipments for the week ending July 18 were the record for the year and within a few thousand tons of the record of last year. The Granby is restricting its shipments while alterations and enlargements are being made to its furnaces. In the autumn the Granby will enter upon a new series of enlargements, as will the Dominion Copper Company. All the mines and smelters are preparing for the rise in copper and in metals generally which is expected towards the end of the year.

Crow's Nest Pass Coal Co., Ltd.—The output for the week ending July 10 was 22,261 tons; a daily average of 3,710 tons. The output of the collieries for the week ending July 24 was 23,171 tons; a daily average of 3,862 tons.

REAL ESTATE NOTES.

LARGE LAND SALES IN MONTREAL.

A large suburban land deal has been put through of 2,044 lots for the sum of $190,000. The lots belonged to the Montreal Central Park Company, and were sold to the Crystal Spring Park Company.

On St. Denis Street a parcel of land near the Polytechnic School has changed hands at $5.50 per foot. The lot has a frontage in St. Denis Street of 42 ft., while on the open space its length is 82 ft. This is a total of 3,548 sq. ft., and as the price paid was $20,000, it figures out a shade better than $5.50 a foot. The buildings are small and old, and are not of sufficient consequence to be taken into consideration in the price paid. The purchase was made for investment purposes, and plans are under way for prompt use of the property. Its situation and its two frontages in a busy section make the lot a valuable one for business purposes. The property once formed part of the seignorial land of the Papineau family. The deeds show that in 1818, the father of the late James Cooper purchased the property from Hon. Louis Joseph Papineau, then Speaker of the Legislature of Lower Canada. The property remained in the possession of the Cooper family for ninety years without any change. Mr. Cooper paid a very moderate price for the land, and, based upon values of that time and this, the investment was a profitable one.

The Canadian Order of Foresters intend to build a handsome structure on College Street, for assembly halls and lodge-rooms, at a cost of $600,000. The deal for the property has been practically concluded. The site, which has a frontage of 70 ft., with a depth of 100 ft. to a lane, belonged to the Ardagh estate, and the priec paid was $150 per foot, or $10,500 in all.

The value of the buildings for which permits were granted by the City Architect for the first six months of this year was $4,105,650 less than the value of the buildings for which permits were issued during the corresponding period last year. The value of the permits in June, 1908, was $389,825 less than in June, 1907. The number of buildings for which permits were issued last month, 595, was eight in excess of the corresponding month last year.

Ottawa.—The Canada Life Assurance Company has acquired a site on Sparks Street for $47,000. The former owner was Mr. Robert Masson, who bought the property from the Rajotte estate last year.

Winnipeg.—The great increase in building operations in Winnipeg continues. Nearly $90,000,000 worth of building permits were issued in Winnipeg in one week last month. One of the greatest features in the brightening up of business in Winnipeg is the abundance of work given the labouring classes. The crowds which formerly blocked the pavements outside the labour bureau have dwindled down to the normal size. A good labourer can now secure work in Winnipeg without the least trouble, and good opportunities are open for skilled artisans in many trades.

The Western Canada Estate Association has been organised at a large convention held here, at which there were about two hundred delegates present, from Port Arthur to the coast. R. D. Waugh, of Winnipeg, was elected president, and H. Ross, also of Winnipeg, secretary.

SMELTER RECEIPTS.

During the week ending July 18 the receipts of ore at the smelters was as follows:—

	Tons.
Granby	21,744
B.C. Copper Co.	11,813
Dominion Copper Co.	3,386
Trail	6,284
Le Roi, Northport	1,370

The Ontario Department of Land of Mines has received a cheque for $38,264.92, being the percentage due to it from the O'Brien mine for the three months ending June 30. At this rate the income of the Province from this mine alone means between $150,000 and $160,000 per year. The percentage is 25 per cent. of the value of the ore at pit's mouth, less the expenses of mining.

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A Small Acreage and a Comfortable Living.

STRAWBERRY-GROWING IN ONTARIO.

AMONG the prospects which Ontario offers to the man who has sufficient capital to purchase ten or fifteen acres of suitable soil is that of obtaining a comfortable living by growing the smaller fruits for which there is always a large demand. Such a man can only make the best use of his opportunities by the application of large intelligence, not only in the growing of his produce, but in the marketing of it

Suitable land for the growing of these fruits, situated near to the railway or within easy reach of a large and growing market, may sometimes seem high in price compared with land not so advantageously situated, but the more valuable land will bring him the best returns. Among the essential elements of success are skilful choice of place, careful selection of varieties of seed, care in transplanting, nursing, cultivating, spraying, harvesting, packing, and marketing.

In this connection no branch of horticulture offers better inducements than the growing of strawberries. The strawberry repays high culture as well as any fruit grown in this latitude. It does not demand much land, expensive tools, large capital, or much physical strength, and commends itself to such as own small places,

STRAWBERRIES ON AN ONTARIO FARM.

and to those who with small capital wish to exchange urban for rural life and make a start in a business that will give reasonable returns in a short space of time.

The first thing is to find a suitable location. The soil should be reasonably well adapted, and markets should be within easy reach. A light fertile loam is the best all-round soil. Any soil that is wet or on which water stands for any length of time will require underdraining. Strawberries, raspberries, currants, and other small fruits, celery, early tomatoes, and other vegetables, and even poultry and bees, will yield an income while standard fruit trees are coming into bearing. Chickens may be kept in the orchard; they will help destroy injurious insects.

The owner of an eleven-acre lot, situated near Walkerton, in Bruce County, a town of about 3,300 inhabitants, states that the money returns from his crops, based on the average of a number of years, are as follows:—

1 acre strawberries	$275	£56 10	1¾
1 acre strawberries, newly planted	....	.....	
¾ acre raspberries	235	48 5	9
½ acre gooseberries and currants	100	20 10	11½
1½ acres plums and cherries	200	41 1	11
5 acres apples	600	123 5	9
1 acre tomatoes	125	25 13	8½
¼ acre potatoes and vegetables	10	2 1	1¼
Returns from 100 poultry	100	20 10	11½
	$1,645	£338 0	3½
Wages of extra help and incidental expenses	500	102 14	9½
Balance	$1,145	£235 5	6

The owner does not consider this a bad return for his year's labour, although it should be said that he does not devote his whole time to the eleven acres in question.

Another example is provided by a farmer who owns twelve acres near Arkona, a village in Lambton County. The soil in part is a rich sandy loam with exceptionally dry bottom, adapted to tomatoes, grapes, and peaches; in another portion it is a heavy clay loam suited to small fruits; another part consists of "clay muck," the best of celery land. This man makes a specialty of early tomatoes and celery, and finds they pay him well, and are "almost a sure thing." He has a young orchard of apples, plums, and peaches coming into bearing; also a good-sized vineyard. He has two greenhouses, grows his own plants, and sells $200 (£41) worth of bedding plants and vegetables in addition. The first two years his net income was about $875 (£179) per year. The last three years, profiting by his experience, he has raised it to $1,200 (£246) per year, and expects more as his fruit trees mature. This man is heavily handicapped in being far from a railway. He says, "I started five years ago with nothing but a pair of honest hands and a debt of $3,000 (£617) on my shoulders, can see it gradually dwindling away year by year, and feel confident, health and strength permitting, in the near future to get rid of the whole of it. Men who can afford to buy ten or twelve acres of land in a good location, near a good market, and have knowledge of gardening, etc., and are not afraid to work, can be in almost an independent position."

There are many such lots to be had in all parts of Ontario at moderate prices. Readers who are interested and have enough capital to make a start should write to the Department of Agriculture at Toronto, or any of the Province's agents, on the subject, and obtain the benefit of their assistance and advice.

CANADA'S NEED OF EMIGRANTS.

Colonel Howell, the head of the Salvation Army's Immigration Department in Canada, is at present visiting England to consult with the officers at headquarters. He reports that there has never before been so little trouble in settling newcomers on the land. Immigrants so well realise that there is little hope of obtaining work in the towns that they are quite prepared to take situations with farmers at once. There are plenty of such situations to be had; in fact, they were to be had even when the cry of the unemployed was loudest in cities like Toronto, but many of the unemployed would not or could not undertake farm work. Toronto still has a considerable number of unemployed men, doing a few days' work now and then in town or perhaps going on a farm for a month at a time. Of the large number of immigrants who went back to Europe during the winter, most of those belonging to the Mother-country have already returned to Canada; but the same cannot be said of the Continentals. The slackness in manufacturing industries has not yet passed away, but principally all these industries are expected to become busy again when a good harvest is reaped. So far, the harvest prospects are almost uniformly excellent in all parts of the Dominion, and there is little danger now of any serious change for the worse. The spring was so early, and the crops are so far advanced, that the early autumn frost, which has sometimes gravely damaged the western wheat crop at the last moment, is scarcely to be feared this year. There is a difficulty in finding enough men for railway construction on the new trans-continental line; and that difficulty is likely to be increased when the western farmers make their annual demand for many thousands of men at high wages for the harvesting. It does not follow, however, that the ordinary British immigrant can easily be suited in the railway construction camps, which are largely occupied by a rougher class of men from the Continent of Europe.

Sir Wilfrid Laurier announces that this year Thanksgiving Day is to be on a Monday.

The *Standard of Empire* warns Canada not to negotiate a treaty of commerce with Germany, firstly, because the door against a mutual preference is not yet locked in England, and secondly, because "the City" will look with disfavour upon any dealings with Germany, and Canada cannot afford to get into the bad graces of the city when she wants loans for the development of her resources. Surely the *Standard of Empire* knows that sentiment cuts no figure in matters of finance. What the English investor is looking for is a good investment on good security, on which he can be sure of getting his interest, and he cares not whether the investment is in Canada, the United States, or Brazil.—*Ottawa Free Press.*

The Government proposal to vote a grant of 360 acres of land to every Canadian volunteer who joined the forces in South Africa (says the *Montreal Star*) is a good one. The devotion of these men might well be recognised in some way; and the country seems to have more land to give away than anything else just now. It is true that many of them will not settle on the land, and the script will in possibly a majority of cases find its way into the hands of land agents; but then it is to be presumed that the volunteers will have got value for it before parting with it. In this connection, the Department of the Interior might well establish some system by which it will make reasonably sure that the lads get good value for their script, and are not fleeced by land-brokers.

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SHIPPING NEWS.

AUGUST SAILINGS.

ALLAN LINE.—From Liverpool to Quebec and Montreal:—
August 14.—R.M.S. *Virginian.*
August 20.—S.S. *Tunisian.*
August 28.—R.M.S. *Victorian.*
From London to Quebec and Montreal:—
August 15.—S.S. *Hibernian.*
August 20.—S.S. *Corinthian.*
From Glasgow to Quebec and Montreal:—
August 8.—S.S. *Pretorian.*
August 15.—S.S. *Hesperian.*
August 22.—S.S. *Ionian.*
DOMINION LINE.—From Liverpool to Quebec and Montreal:—
August 12.—S.S. *Kensington.*
August 19.—S.S. *Canada.*
August 26.—S.S. *Southwark.*

CANADIANS IN LONDON.

The following Canadians have registered at the High Commissioner's Office:—
E. F. Hebden and Miss Brenda Hebden, Montreal—Hotel Curzon.
J. T. Small, Toronto—Hotel Metropole.
Mrs. J. and S. G. Steele, Toronto—34, Guilford Street.
Mr. and Mrs. E. A. Tregaskes, Toronto—31, Woburn Place.
W. T. Tidy, Toronto—1, Brunswick Square.
Colin H. Campbell, Winnipeg—Hotel Victoria.
F. E. Bray, Winnipeg—Horrex Hotel.
Miss G. A. Alder, Winnipeg—Horrex Hotel.
W. R. Hobbs, Toronto—Waverley Hotel.
St. Jermain Creighton, Halifax—Crondall, Hants.
Dr. Alex. Davidson, Toronto—Hotel York.
H. Hooper, Toronto—Waldorf Hotel.
D. Huron, Bishop of Huron, London—Church House.
W. C. Ross, Moncton—28, Montague Street.
Dr. E. Jessop, M.P.P., St. Catharines.
W. E. Bagnall, Ottawa—Carlton Hotel.
S. and Mrs. Flanagan, Toronto—Hotel Russell.
S. McKeown Brown, Toronto—Imperial Mansions.
Rev. Rural Dean and Mrs. Quatermaine, Renfrew—Imperial Hotel.
Lieut.-Col. C. A. Stimson, Toronto—Grand Hotel.
J. H. McClure Halifax—Victoria Hotel.
W. Fowler, Vancouver—26, Denmark Road.
Mr. and Mrs. J. Allan, Toronto—Royal Hotel.
Mr. and Mrs. T. D. Watson, Montreal—Care of Bank of Montreal.
H. J. McMartin, Toronto—Norfolk Hotel.
H. Gordon Strathy, Montreal—Primrose Club, S.W.
Mr. and Mrs. J. W. Bland, Victoria—Goodenage, Essex.
E. Burke, Montreal—20, Brompton Square.
W. A. Jamieson, Montreal—Waldorf Hotel.
Miss M. E. Christie, Toronto—47, Harvard Crescent, N.W.
W. T. and Mrs. Hardaker, Victoria—250, Neville Street.
W. H. Hincks, Toronto—87, Guilford Street.
F. M. Wright, Hamilton—Ivanhoe Hotel.
H. H. Pike, St. John—Care of British Linen Bank.
A. S. Birchall, Montreal—Hotel Metropole.
M. Cullen, Montreal—3, Bolton Gardens.
H. L. Kerr, Toronto—Russell House.
W. H. Wood, Vancouver—20, Queen Anne's Grove.
Mrs. J. and the Misses Mowatt, Kingston—18, Upper Bedford Place.
Mr. and Mrs. J. E. Wodell and party, Hamilton—St. Ermin's Hotel.
N. A. MacLean, Victoria—Hotel Victoria.
Mr. and Mrs. R. B. Harcourt and family, Toronto—7, Endsleigh Street, W.C.
P. E. Brennan and D. Kirsch, Montreal—Buckingham Hotel.
F. C. Foy, Toronto—Victoria Hotel.
J. T. Hawke, Moncton—Stonehouse.
Mr. and Mrs. W. J. Mather, Toronto—Midland Grand Hotel.
Dr. and Mrs. Spragg, Toronto—York Hotel.
G. H. Marshall, Toronto—35, Milk Street, E.C.
A. M. M., A. D., and G. B. Kirkpatrick, Toronto—Berner's Hotel.

A MONSTER SALMON.

The largest salmon said to have yet been caught in British Columbian waters with a hand-line is reported in the Victoria *Colonist*, to have been recently captured when trolling with a spoon bait near the outer wharf at Victoria by Mr. J. Tollick. The fish weighed 102 lbs., and is thus much larger than Sir Richard Musgrave's famous salmon, which he also caught near Victoria.

The following Canadian visitors have arrived at the Hotel Metropole:—Dr. and Mrs. A. Angers, of Quebec; Mr. J. T. Small, of Toronto; Mr. W. Sapery, of Montreal; Mr. F. B. Chapin, of Toronto; Mrs. Wright, of Montreal.

Nearly 400 plasterers and about 150 plasterers' labourers are out of work in Toronto. The union was served with a notice a few weeks ago that after July 1st the wage scale would be 40 cents an hour, and at a meeting of the members following this notice it was unanimously decided to resist the reduction.

CANADIAN NORTHERN RAILWAY EXTENSIONS.

Mr. Mackenzie, the President, defines Programme.

Speaking in Toronto of the construction work going on upon the Canadian Northern railway, of which he is president, Mr. William Mackenzie said: "We are working on the Goose Lake extension line which will run from Saskatoon to Calgary, and we will have from 50 to 75 miles of track laid this fall. The line was originally projected to Goose Lake, but it runs through an unequalled country of rich productivity, and the extension to Calgary was rendered imperative."

"Then there is the Brandon and Regina line that is almost completed," he continued, becoming interested in the subject, "and we expect to be in Regina this fall. Then, in all probability, we shall continue the line through to Calgary, which will make quite a difference in the mileage between that point and Winnipeg. Another extension to be built shortly is that from Prince Albert to Battleford, along the north bank of the Saskatchewan River, a distance of 132 miles. There have been farmers in there for 15 years, but in addition to the local traffic, the line will provide a short cut from Edmonton to Prince Albert, and if the Hudson's Bay line be built, a direct outlet to tidewater. It will also be sure to bring the lumber from the Prince Albert district to the Western country. Then there is also some work to be done on the Thunder Hill line, running through or near Fort Pelly and westerly between the main line of the Canadian Northern Railway and Dauphin to the Prince Albert line. There is also the extension of the Rossburn line from the Manitoba boundary to a point west somewhere north of Yorkton."

Entering New Coal Areas.

"We have, too, the Edmonton, Yukon and Pacific, which will run 150 miles westerly from Edmonton to the head waters of the Brazeau and McLeod Rivers, where there are very valuable coal deposits of high steam-producing quality recently discovered. It is not yet decided whether this branch will run on the north or south bank of the Saskatchewan, that is whether from Strathcona or Edmonton. We are doing our share in taking care of the development of the West. I have just heard of the growing prospects throughout the country, and I think we will be in pretty good shape to take care of our portion of the transportation problem.

"As regards our Moose Mountain property we have 20,000 tons of ore mined that is just awaiting the completion of the docks at Key Harbour, and these are almost finished. The Ashbridge's Bay proposition for a smelting plant will probably lie dormant for a while."

CANADA'S RECENT LOANS.

The Hon. G. E. Foster recently put a series of questions on the financial position of the Government. The first dealt with the loan recently negotiated in London. The Finance Minister replied that its amount was £5,000,000. The whole loan was underwritten; 44 per cent. was taken by the public; 56 per cent. by the underwriters.

The second related to the temporary loans outstanding. Mr. Fielding's reply was:—On May 31, 1908, the following temporary loans were running:—

£500,000 Bank of Montreal, London, at 4½ per cent., issued August, 1907.

£1,000,000 Bank of Montreal, London, at 4½ per cent., issued January, 1908.

$1,000,000 Crédit Foncier Franco-Canadien, 4 per cent., issued February, 1908.

$1,000,000 Bank de Paris et des Pays Bas, 4 per cent., issued February, 1908.

On June 30, in addition to the above, the following temporary loans were running:—

£1,000,000 Bank of Montreal, London, 3½ per cent., issued June, 1908.

10,000,000 francs Banque de Paris et des Pays Bas at 3½ per cent., issued June, 1908.

10,000,000 francs Crédit Lyonnais, Paris, at 3½ per cent., issued June, 1908.

The third was designed to bring out the comparison between the declining revenue and increasing expenditure in the last three or four months. From Mr. Fielding's answer it appears that the customs revenue has shown a decline of from $900,000 to $1,800,000 monthly since March, over the figures for the same months last year. For the same period the expenditure on current account has been higher than last year, except in April and May. In March the increase was $144,000; in April, the decrease was $255,000; in May the decrease was $1,200,000; in June, the increase was $2,700,000. Capital expenditure showed an increase in every month.

ANSWERS TO CORRESPONDENTS.

Replies to Queries from Correspondents are not made by letter except in very exceptional cases. Copies should be kept of all letters of inquiry, and each question should be numbered. Letters, which should be marked "Inquiry" in left-hand top corner, should be accompanied by the Special Coupon to be found in another part of this issue.

G. H. D. (Brighton).—If you have a certificate of competency from one of the English schools any western Canadian provincial board of education will grant you an equal standing provided you take a short course in the normal school. Otherwise it will be necessary for you to pass an examination in the subjects taught in the schools in Canada. Further information may be obtained by addressing the secretary of the department of education in Regina, Saskatchewan, Edmonton, Alberta, or Winnipeg, Manitoba.

A. W. L. (Paisley).—The Canadian universities commence their terms in September, and are in session almost continuously until the following May or June. Address, The Registrar, McGill University, Montreal.

T. C. (Birmingham).—It is too late in the season to recommend your emigrating this year, unless you have capital to enable you to take your chances during the winter months. There are many young towns in the west where stores (shops) are needed to sell the goods you have been accustomed to handle.

G. M. (Brookwood).—If you have a certificate as a trained attendant in an English asylum you would be likely to obtain a position with good wages and board in Canada. Address, Secretary, Room 28, Mechanics' Institute, Montreal.

A. N. (Eastbourne).—In Moose Jaw there are two daily papers, *The Times* and *The News*. In Regina the dailies are *The Leader* and *The Standard*. *The West* is a Regina weekly.

G. W. (Leicester).—There are no steamships running direct from British ports to Sydney, Nova Scotia, but the Allans run a line in the summer to Halifax viâ St. John's, Newfoundland. Sydney is a short railway journey from Halifax.

T. B. (Buxton).—The Muskoka Lakes Districts, Georgian Bay district, Temagami region, Algonquin National Park and Kawartha Lakes district are all supposed to afford immunity from hay fever. Write to the Grand Trunk Railway offices for their pamphlet called "Hay Fever."

ROD & GUN

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Among the Contents of the AUGUST Number are articles on

Yachting at Sydney, C.B.,
Cycling through British Columbia,
A Still Hunt with the Camera,
Fishing in the Kootenay,
Canadian Game Protection Regulations.

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The Publisher,
"CANADA" NEWSPAPER,
34-35, Norfolk Street, Strand,
LONDON, W.C.

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THE REMOVAL OF SNOW ON RAILWAYS.

Before the Judicial Committee of the Privy Council the case of the Mayor of St. John's, Newfoundland, v. The Reid Newfoundland Company was heard last week. This was an appeal from a judgment of the Supreme Court of Newfoundland of March 1, 1907, affirming a decision of Mr. Justice Johnson's.

Lord Macnaghten, in now delivering (for Lord Robertson) their Lordships' judgment, said this appeal was concerned with certain statutory privileges and obligations of a street railway company in times of snow. By the St. John's Street Railway Act, 1896, the respondent company were authorised to construct, maintain, and operate a street railway in the town of St. John's. The railway was constructed, and its rails lie and are used in a number of streets in the town. The enabling Act contained the following section on the construction of which the present appeal depended :—"The company may remove snow and ice from its tracks or any portion of them, so as to enable it to operate its cars; provided, however, that in case such snow or ice shall be removed from its track or disturbed or thrown out by the plough, leveller, or tools of the company, it shall be the duty of the company, within 48 hours, to level the said snow or ice on each side of the track to a uniform depth, to be determined by the engineer of the council, and so as not to impede the ordinary traffic of the streets. On November 1 of each year the company shall deposit with the secretary of the municipal council the sum of $500, lawful money of Newfoundland, to be used by the said council to carry out the provisions of this section, in case the said company fails to do so; said sum to be refunded to said company, if not required, on May 1; and at no time between November and May shall said sum be less than $500." The key to the understanding of that section was to be found by observing that it conferred a licence and prescribed the conditions of that licence. The licence was to remove snow. Now, in case of snow in Newfoundland, the general traffic accommodated itself to the situation, and was carried on over the snow crust on sleighs. Accordingly the respondent company were authorised (by section 47) to substitute sleighs for motors or cars during the winter months. But, plus that, they were allowed a further privilege, for which legislative sanction was required. They were allowed (on conditions) to break up the snow surface on which the general traffic was borne and uncover their railed track. It was obvious that to do that involved the most serious invasion of the highway as a snow-covered road. It meant the digging a trench in the snow-covered highway. That would plainly be a nuisance which could be prevented by legal remedy. Accordingly what the Legislature had done here by the initial words of section 42 was to permit the removal of what formed the substance of the (snow) highway. Here let it be observed that what was legalised was irrespective altogether of where the removed snow was taken to. Wherever the removed snow was put the licence was required, and the resulting evil to the public, to be provided against by conditions, was the derangement of the level of the highway, which occurred no matter where the stuff was put. The section, it was true, allowed (but did not prescribe) that the removed snow might be put on the sides of the track. But the condition which it did prescribe was equally imperative wherever the displaced snow was taken to. Now, the statutory condition of that licence was that the snow on each side of the track should within 48 hours be levelled on each side of the track to a uniform depth, to be determined by the engineer of the council of the town and so as not to impede the ordinary traffic of the streets. In the present instance the engineer determined 8 in. to be the necessary depth, and it was not disputed that that was necessary to prevent the impeding of the ordinary traffic. The present question arose in this way. The respondent company found that they could not comply with the engineer's requirement of 8 in., unless they removed some snow out of the streets altogether. That they refused to do. The council accordingly removed the snow for them, and the dispute arose on the question whether that was a good charge by the council when called on to account for the money deposited under section 42. The action went to trial with a jury, the point of controversy being whether the respondent company were bound to pay for the cost of removing such snow as had to be got rid of in order to provide the engineer's level of 8 in. The trial Judge laid down the law in unambiguous terms :—"It was no part of the company's duty to remove or carry from the street any part of the said snow." That ruling was affirmed on appeal, the Chief Justice dissenting. Their Lordships were unable to support that decision. Their Lordships would humbly advise his Majesty that the Appeal be allowed, that the judgments below be set aside, and that instead thereof judgment be entered for the defendant in the action (the appellant) with costs in both Courts. The respondents would pay the costs of the appeal.

CANADA AND THE PEERAGE.

Lord Sandys writes from Ombersley Court, Droitwich, Worcestershire, as follows :—"I have before me an article headed 'Canada and the Peerage,' which appeared in *The Daily Telegraph* a few days back. The writer points to a rumour that Sir Wilfrid Laurier is about to receive a peerage, and goes on to say there was once an Earl of Stirline and Viscount Canada, but that the titles existed for so short a period that almost all memory of them has disappeared. My object in writing to you is to point out that the titles exist now, and always have existed since their creation in 1621, and belong to my family, as the sole direct representatives of Henry Alexander, fifth Earl of Stirline. In the early part of the last century the title, but not the property, was claimed by a member of another branch of the family, but on his claiming the privileges of a peer in some law proceedings the case was tried in Scotland, the judge deciding that Lady Downshire as Baroness Sandys was the rightful holder of the titles, which she assumed, and they became lost for the time by her using the superior title of Marchioness of Downshire. Among some of the rewards my ancestor received for his many services to the State in general and to Canada in particular were the grants of Nova Scotia, the Dominion of Canada, and Stirline Island, or, as it was afterwards called, Long Island, on which a large part of New York is built. He also had the right of creating Nova Scotia baronets, making himself the first in 1625. The question of the right or justice of alienating the Colonial properties of the Stirline family without compensation has never been shown; regarding the titles there is no question."

THROUGH THE RAPIDS IN SAFETY.

JACK CANUCK: "Well! we're past the bad spot, and there's no damage to the canoe."
From *Industrial Canada.*

THE MARKETING OF THE CANADIAN CROP.

If the expectations of a 125,000,000-bushel crop of wheat in the Canadian West are realised the Canadian Pacific, Canadian Northern, and Grand Trunk Railways will have need for all their surplus equipment, and it is satisfactory to note that all the transportation lines are awake to the responsibilities which will be laid upon them when the time arrives for moving this harvest to the seaboard. Happily the harvest this year will be unusually early, which will permit of a large proportion of it taking the water route from Fort William. The C.P.R. anticipates an enormous increase, also, in its facilities this fall through the double tracking of the portion of its main line from Fort William to Winnipeg, and every nerve is being strained to get the whole of this track completed by the time the wheat is ripe. Business has been so poor on the American roads for a year back that all the big companies have thousands of empty cars on their hands, and the Canadian lines will doubtless be able to make up by borrowing whatever shortages exist in their own stocks of equipment. Moreover, a considerable portion of the new Transcontinental line will be brought into operation by autumn. It is realised that the West will want to realise on its grain as soon as possible. Everyone with a couple of thousand bushels of wheat to sell will want to sell it right away, and this complicates things to a certain extent. The Board of Railway Commissioners has wisely appointed one of its officials to keep in touch with the preparations of the railway companies, so that the latter may not be allowed to lose sight of the necessity for prompt action.

Messrs. J. and N. Philips and Co., of Manchester, is one of the many firms which are making a strong bid for the Canadian trade. A representative of the *Dry Goods Record* says: "In the price list of their linen and towel department, which I saw the other day, their various goods are tabulated in a very clear form, and prices are given in pounds sterling, and also the cost in dollars and cents laid down in Canada. Duty and freight are carefully worked out, and everything is made so perfectly clear that it can be understood at a moment's glance, and all long calculations are avoided." In many instances outside the dry goods trade the British manufacturer handicaps himself by not adapting himself to Canadian conditions as do his United States and German rivals.

Hotel Directory.

6, Templeton Place, EARL'S COURT, S. Kensington. A highly recommended home for Canadian visitors. **Five minutes from Franco-British Exhibition,** and two minutes from Piccadilly Tube to Theatres. Terms from 30s. per week. Excellent Cuisine. Separate tables. Every comfort.

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Canadian Professional Directory.

Chartered Accountants.

WINNIPEG—
EDWARDS & RONALD, 20, Canada Life Buildings.
W. A. HENDERSON, 341, Main Street.
Mr. D. A. PENDER, 56-57, Merchants Bank Buildings.

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Advertisements in these columns are inserted at the uniform rate of 3s., or 75 cents, for 36 words and under, and 1d., or 2 cents, for every additional word. In every case they must be prepaid.

SITUATIONS VACANT.

PARENTS or guardians wishing to place a young fellow (not under 17) in England where he will gain experience of English country and social life, had better write to advertiser, who is a gentleman of first-class social position, living in a nice country house where there is plenty of sport and good society. For his terms, apply "A.B.C.," c/o CANADA, 34-35, Norfolk Street, Strand, London, W.C.

VANCOUVER, WANTED.—Gentleman to act as secretary-treasurer and office manager for well established manufacturing business; must have from three to five thousand dollars cash.—Address, Box 525, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

WANTED.—A single man as partner, or a lady who can cook, to take a third interest in a hotel in large town. Must have two thousand to invest.—Address, Box 510, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

WANTED.—Reliable young man as partner in general store, having from $1,200 to $3,000 to invest in A1 proposition, to combine forces. New town, splendid wheat belt in the Saskatchewan.—Address, Box 511, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

WANTED, thoroughly practical miller for 125-barrel mill, who will take $3,000 or upwards in shares. For full particulars, write, stating experience, salary, age, &c., Box 581, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

WANTED, man and wife to manage large farm. Man must be capable of directing a number of other men to best advantage. Wife must be good plain cook and clean. For all particulars, write, enclosing references, Box 582, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

SITUATIONS WANTED.

PRINTER.—Good all round, capable of taking charge of small newspaper; open for permanent position, Western Canada preferred; willing, highest references.—Address, "A.C.," Box 546, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

COMPETENT STEAM ENGINEER wants steady position; familiar with high and slow speed engines, elevators and electric work; can furnish best of references.—Address, "ENGINEER," c/o CANADA, 34-34, Norfolk Street, Strand, London, W.C.

YOUNG MAN, competent accountant, experience as office manager and credit man, wishes business position of any kind, or would take charge of a set of books, city or country. Reasonable salary expected for good work. Best of references.—Address, Box 547, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

WANTED.—Position as helper round any kind of machine work. Some experience in automobile repairing. Steady work required.—Address, Box 563, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

MAN, 25 years old, well educated, both French and English, wants position in store or any office, city or country; best of references.—Address, Box 564, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

GENTLEMAN, 24 years old, speaking and writing leading languages fluently, would like to find position in business. Highest references.—Write, Box 565, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

WANTED—Steady position as improver at plumbing or tinsmithing; 18 months' experience: position desired in Alberta or Saskatchewan. State wages when replying.—Address, Box 566, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

WANTED—Position as hotel clerk, in city or in country town in western Canada. British Columbia preferred. Six years' experience. Capable of tending bar, charge of books and stocktaking.—Address, Box 567, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

SITUATIONS WANTED—*continued.*

BOOKKEEPER, young man, thorough theory and practice, experienced, first-class literary and commercial certificates, desires position in western Canada, Winnipeg or Vancouver preferred. Moderate salary if prospect of advancement.—Address, Box 568, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

WANTED — Position as superintendent or chief engineer of steam-electric plant, eight years' experience in steam and three years' in electric plants; excellent qualifications; first-class certificates for western Provinces; references furnished.—Address, Box 569, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

WANTED.—Englishwoman returning to England August or September offers services in return for part passage.—Address, Box 572, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

WANTED.—Position as housekeeper by middle-aged lady in Western Canada, British Columbia preferred; or to take care of children, experienced nurse.—Write Box 573, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

YOUNG LADY (Scotch) desires Position as companion-help to lady. Good needlewoman. Domesticated.—Address, Box 574, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

JEWELLER seeks Situation; all-round man; good ring maker and setter, capable of managing factory.—Write Box 575, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

MARRIED COUPLE want Situation on farm where they could have child of three. Man has had some experience in Manitoba.—Address, Box 576, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

YOUNG MAN, age 28, wants situation in Canada, western provinces preferred, three years' experience hotel work, sober and industrious, good education.—Address, Box 583, CANADA Office, 34-55, Norfolk Street, Strand, London, W.C.

YOUNG MAN, age 35, seeks employment in British Columbia, any capacity, handy with tools, good education, good references.—Address, Box 584, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

WANTED, by experienced children's nurse, situation with lady going to England; good traveller.—Write, Box 585, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

YOUNG MAN wants position for a year on farm in Saskatchewan or Alberta, has experience of farm work in England and Ontario.—Address, Box 585, CANADA Office, 34-35, Norfolk Street, Strand, W.C.

MANSERVANT, age 22, seeks situation or post of trust immediately; good education; first-class linguist, speaking English and German thoroughly; good waiter, valet; references; abstainer.—Write, Box 587, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

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FOR SALE.—Saskatchewan. Farm 160 acres. Partly ploughed, all cleared. House. Two miles from town and station of Marshall. Twelve miles from Lloydminster. Particulars from, K. A. L., Rowsley Vicarage, Derbyshire.

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FLOUR MILL.—125 barrel capacity, with elevator and warehouse, for sale in good district. Splendid chance for party starting business. Three thousand dollars cash, balance easy. Write Box 556, CANADA Office, 34-35, Norfolk Street, Strand, London, W.C.

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MISCELLANEOUS.

ALL those who wish to obtain authentic information regarding the Prices of improved farms, ranches, or fruit lands, or the opportunities that exist for Profitable Investment of large or small amounts of Capital in first mortgages on city or country property in the different provinces or districts throughout Canada are requested to write to the Manager of this Paper, when their letters will be forwarded to responsible firms in the districts about which they desire information.—All letters must be addressed "REAL ESTATE AND INVESTMENT," c/o CANADA, 34-35, Norfolk Street, Strand, London, W.C.

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CANADA

No. 136. SATURDAY, AUG. 15, 1908. Vol. XI. 6D. WEEKLY.

WHALING IN THE CANADIAN ARCTIC.

THE SKELETON OF A WHALE.

The group in the background is interesting as showing a comparison between the whalers and the Eskimos.

AN UNWILLING GUEST: A POLAR BEAR CUB.

Bears are plentiful, and sometimes it is possible to capture a cub after shooting the mother. Photographs by SANDON PERKINS.

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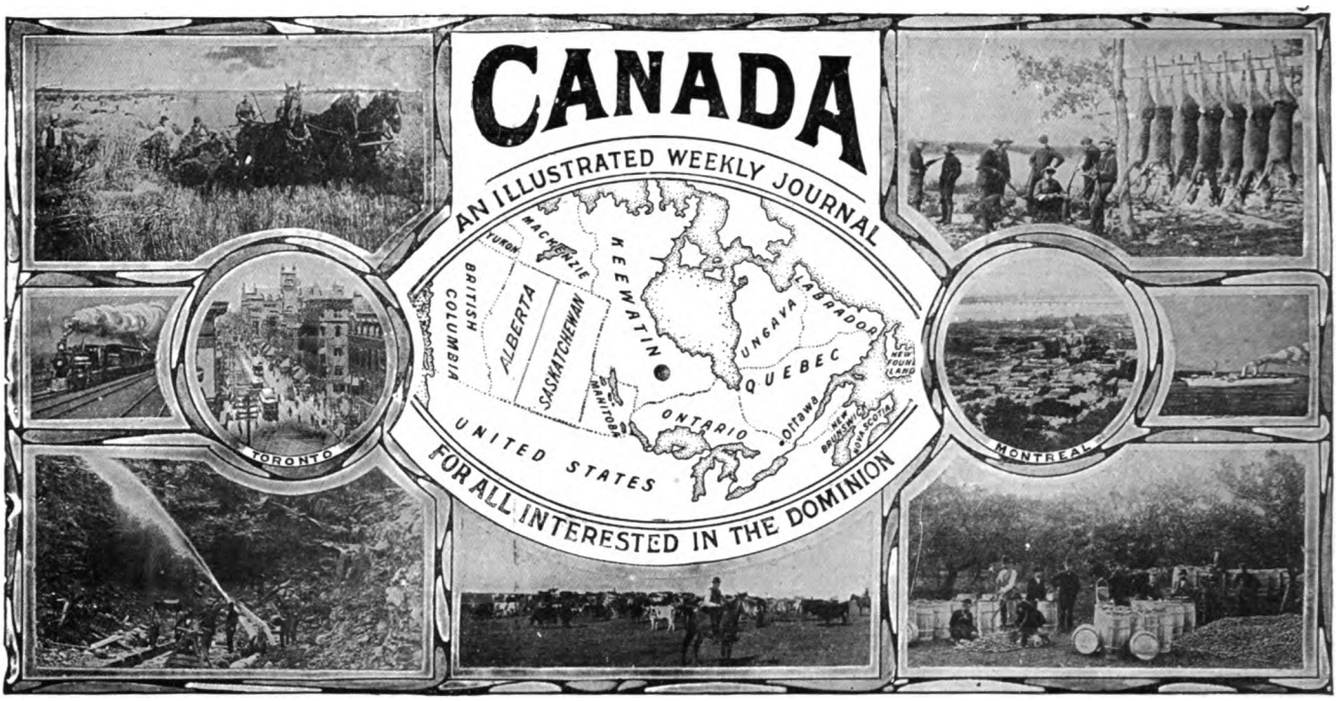

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CANT.

THERE has been sitting this week in London a singular gathering of men who are assembled under the title of the "International Free Trade Congress." It seems to us that the title is rather a misnomer, for, as far as we can gather, a few foreigners of the crank and fanatic type have been brought to London by the Cobden Club to hear English freetraders talk. We wonder what these foreigners can possibly think of the proceedings. Perhaps they resemble certain British politicians in whose minds Great Britain is always wrong and the foreign opponent invariably right. We were wondering what word in the English language would best describe the flood of worn-out platitudes that has poured from British statesmen's lips at this Congress, when we glanced at the *Morning Post* one morning to find that the word was not only provided, but that Dr. Murray had been quoted to justify it. Dr. Murray defines the word "Cant" as "a whining manner of speaking," "the peculiar jargon" of a class, "an affected use of pietistic phraseology," implying "the pretended assumption of goodness or piety." We are obliged to our contemporary for this quotation, for surely never was the definition so well exemplified as at this egregious Congress. Though we have been supplied with a word that describes the outpourings of Mr. Asquith and Mr. Churchill, we have had no word given to us adequately to describe the comments of the British Liberal Press on the statements of these Ministers—the comments are infinitely more ridiculous than the original speeches. Is it not pitiful to hear Mr. Asquith talking of the advantages of a Free Trade country in obtaining its supplies of raw material, when his own Government has just appointed a Committee to investigate the causes of the shortage of meat? Again, what does Mr. Churchill think of the intelligence of his audience when he talks in the same breath of the blessings of Free Trade and the burden of armaments? Macaulay's schoolboy could have told him that it is because Great Britain is dependent for her food on foreign supplies, that she must have a Navy to protect the ships that carry these supplies, or must suffer from starvation. Then we are told that "the Prime Minister's cogent reasoning and Mr. Churchill's spacious oratory lifted the mind of the nation beyond the squalor of the hustings [Haggerston is evidently a bitter pill] to the severe atmosphere of absolute truth," and that "we are entitled to take our stand on the higher ground of human progress in the widest and most beneficial sense." Then reference is made to the "powerful and subtle character of the forces enlisted by Protection"; and we learn that Free Trade "aims first, last, and all time at the general well-being." Surely this is worse than cant. There is no word to describe it. While this is the attitude of the powers that be—but will not long be, if we may judge by the signs of the times—what hope can the "Dominions over the Seas" have of persuading the Old Country to join in a scheme by which the Empire would be, in time of need, self-supporting. There is the slammed door, and now it is bolted, barred, and padlocked. But the people of the Old Country who brought the present Government into power, mostly from love of change, or because the other side had had a good long innings, are now awakening to the fact that they made a grievous mistake. Every by-election has told its tale, and Mr. Asquith and his colleagues would find, if they appealed to the country, that Tariff Reform and Imperial Preference have made great strides, and that the British people will require something better than mere canting phraseology to persuade them to return the present Government to power again. Again, is it not farcical to hear the foreign delegates saying that there is no prospect of Free Trade in their own countries, and at the same time giving their hearty support to preserving a fiscal system in Great Britain which is a benefit to foreign countries? Foreign countries themselves have no use for such a system, but are glad enough to see Great Britain keeping to it. There was, however, one voice raised at the Congress which was not quite in harmony with the Free Trade chorus. Mr. McFee's warm defence of Canada's policy of retaliation was not exactly what his audience expected, and was no more to their taste than his outspoken declaration that so long as the United States, France, and Germany adhered to Protection it was impossible for Canada to adopt a Free Trade policy, and that any arrangement come to with Great Britain must be behind tariff walls rather than by breaking them down. British politics do not interest us Canadians as a rule. The Licensing Bill, which drives Britishers mad, does not excite us at all; our withers are unwrung when there is dire discussion over "Chinese Slavery." But what we do care for is that there should be a Government in the Old Country which will listen to the voice of Canada—a voice that is just as strong whichever political party in Canada be in power—and not only of Canada, but of other "Dominions over the Seas," to whom the idea of a British Empire that shall be such in more than mere sentiment, is very dear. The man we all looked to was Mr. Chamberlain, who has done more to bring about a right feeling between the Old Country and us than any one. He is unfortunately laid by, but his work will live after him. He has sown the seed, and the harvest will surely come, even in the lifetime of many who have bitterly opposed him.

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NOTES OF THE WEEK.

Forest Fires. The deepest sympathy has been expressed on all sides with the sufferers from the terrible bush fire in the Crows' Nest district of British Columbia. Although the reports at first made the death roll considerably larger than it really was, still the disaster stands out as one of exceptional horror. In one respect it strikes the imagination as even more awful than the earthquake at San Francisco, for in the case of Fernie there was no warning. Before the people were aware of any danger, the fire was upon them, and men, women, and children were madly flying before the flames. There was no time to save anything. Thousands of people have lost their homes, and would be destitute but for the prompt and ready help that has been sent to them. But in another respect the people of Fernie are better off than the victims of the San Francisco disaster. At least they need fear no repetition of their misfortune. They will start to rebuild their town without the dread that must have haunted the San Franciscans when they began to restore their devastated city. That the disaster is a blow to the prosperity of Western Canada is not to be denied, but it will only be a temporary set-back. The men of the Western Provinces are not easily daunted, and they, with the dogged pluck and perseverance which are characteristic of pioneers in the West, will soon revive the fortunes—for the moment eclipsed—of Fernie, and other towns that have been destroyed. Nothing can permanently stop the triumphal march of progress in the West.

* * *

Lord Roberts's Advice. On all sides there is a feeling of relief that Lord Roberts has completely recovered from his indisposition. His visit to Canada was a prominent feature of the Tercentenary celebrations. Every one was anxious to catch sight of the "great little man," and to cheer him. Lord Roberts, on his side, has been equally pleased to make the acquaintance of the Canadian people. He had, he told them at Ottawa, always wanted to visit Canada since commanding the Canadian troops in South Africa, and he expressed his wish to visit the Dominion again. Lord Roberts looks forward with confidence to the future of Canada. "Even the little I have seen shows me that the resources of Canada are practically boundless, and that, in the ordinary course of development, she must inevitably become one of the most important countries of the world." Having been quick to mark Canada's wealth, Lord Roberts could not help referring to the need for the adequate defence of the country producing it. He urged the adoption in all the provinces of Canada of the system of military drill for school children now adopted in Nova Scotia. The training should, his lordship added, continue from the ages of ten to eighteen, and he emphasised the national importance of every able-bodied man fitting himself to take part in the defence of his country by continuing his military training after leaving school. Lord Roberts's plain language was evidently appreciated by those who heard him, but will words like these be laid to heart generally? In the Old Country, we fear, Lord Roberts has preached his gospel in vain. But it is to be hoped that Canada will, as she grows in prosperity, not neglect the kindly advice of the Mother-country's most popular soldier.

* * *

The Hudson Bay Route. There can be no doubt whatever that the short cut via Fort Churchill, on the Hudson Bay, the "Mediterranean of Canada," from the Western wheat-belt to Liverpool and Glasgow, will soon be opened as an alternative to the freight-route through the Great Lakes. Experienced navigators are unanimously of opinion that the Bay and the straits are open for large vessels during three or four months of the year, and the records of more than seven hundred voyages in and out of the Bay—the majority made by very small sailing vessels—support their conclusions. The railways to the port of departure will be self-supporting, as part of the system of land transportation, seeing that they would open up a large area of agricultural and metalliferous country. Probably ice-breakers, such as are used in the Russian ports, would be necessary. The Bay itself does not freeze over—its waters are slightly warmer, in point of fact, than those of Lake Superior—but shore-ice would form and require to be broken up. The absence of tides in the Bay would prevent the formation of packed ice in the harbour or at its entrance. The chief commercial objection to the route—the necessity of holding quantities of grain at a somewhat inaccessible point, where it could not take advantage of a rise in prices—loses force when one remembers that a very large proportion of the wheat shipped out by the lake-and-ocean route during the season of open navigation is last year's crop. On the whole, there is no good reason why the Dominion Government should not at once proceed to realise this long-desired project, which has been advocated for so many years past by every responsible person interested in Western development. Fortunately, this is a non-political question, both Liberals and Conservatives being convinced of its feasibility.

Crop Reports. Harvesting has been general during the past week, and from all accounts the wave of extreme optimism has been succeeded by the inevitable ebb, with its more moderate and matter-of-fact judgment. That the harvest will be a remarkably good one is assured, but the persistent hot weather and the lack of rain were factors of which the prophets made no account. There is no doubt that the intense heat and want of rain has somewhat deteriorated the condition of the crops which ripened too rapidly—indeed, in some districts the condition is described as being a month earlier than last season. The old proverb that warns one not to count one's chickens before they are hatched contains a world of truth, and it can be applied to the crop estimates. There was, however, every excuse for the exuberant optimism of the forecasts, for, after the poor harvest of last year, the prospect of abundance was more than enough to account for wild enthusiasm. Now, that phase has passed. The chickens are hatched, and we can count them without reproach. Every one is now reducing previous estimates, and our own advices would not justify an anticipation that the Western harvest will exceed 110,000,000 bushels. But that figure, although considerably below the first estimates, which even spoke of 130,000,000 bushels for export, is eminently satisfactory, and will quicken the tide of prosperity which has again commenced to flow throughout the Dominion.

* * *

How to Weld the Empire. Lord Lovat's speech at Halifax struck the right note. Referring to the fact that the general trend of thought seemed to be that within the next twenty years we shall come to the parting of the ways when there will be settled the question of the Empire's future, he said that the great question to be answered before that time came was, to his mind, "Do we, the Britons at home, know sufficiently well the Britons over-seas?" The answer is obvious. Lord Lovat was paying his first visit to Canada, and has found out for himself that Canadians are not quite the people so often pictured in the minds of his countrymen. They do not all wear slouch hats, nor do they all carry revolvers ready for use in their belts. Nor, as he laughingly told his audience, do all Englishmen wear an eyeglass and loud check suits. But these fanciful pictures were the little sparks of humour that illumined his very practical address on the text that Britons should try to understand each other. In pursuance of this object, he suggested that the legislators in the Old Country—instead of being paid for their services, as some advocate—should be given a free pass all round the Empire. Lord Lovat's idea of the future of the Empire was clear and carefully thought out. "My idea of the future of the Empire," he said, "is the biggest company the world has ever seen, with the stock divided up among groups, each group having its stock at its own disposal, with a liability on each group to manage its own affairs, and an unlimited liability for the defence of the whole. The company would have a foreign policy limited to the amount of interest of the member, and would do everything possible to facilitate communication and the transmission of ideas." This is the best peep into futurity we have had for some time. For once we have an optimistic prophet. We are more accustomed to wagging heads and talks of separation. Lord Lovat, however much of a dream his idea may appear to some, woke the enthusiasm of his audience, and it is better to strive after an idea that may seem impossible of achievement than to sit still and croak about the future

* * *

Japanese Strike-Breakers. Silence is golden. Perhaps this is why we hear so little of the strike of mechanics on the C.P.R. This is a subject which surely is of considerable interest to the shareholders, but it appears to be kept very carefully out of the papers. No doubt the company feels that where ignorance is bliss it is folly for shareholders to be wise, but to live in a fool's paradise for a time does not save one from the inevitable awakening that follows. So little news comes to the Old Country about the strike that it is well-nigh impossible to arrive at its true importance. It appears that the company have acceded to the men's demands so far as the East is concerned, but they refused to concede these demands for the West as well, contending that the conditions in East and West are totally different. According to the correspondent of a London paper in Montreal the company have met the trouble in the West by superseding the strikers by the employment of Japanese. But this report is not confirmed, and does not seem to be in keeping with known facts. In the first place, it is highly improbable that the company could obtain a sufficient number of Japanese who were skilled mechanics; secondly, even if they could do so, the employment of them would create such a bad feeling among the labour unions that the company would hesitate before they laid up trouble for themselves in the future.

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QUEBEC EN FÊTE: A Diary by Lady Carrington.

QUEBEC, July 20.—To-day the final rehearsal of the Pageant takes place, and the streets are a moving picture of life and colour, against the perfect background of the city. Every house is hung with flags—the Union Jack in an *entente cordiale* with the Tricolor and the Stars and Stripes. Uniforms, naval and military, are to be seen everywhere, besides the still more splendid uniforms of the Armies of the Pageant, the Armies of Wolfe and Montcalm, and those of Old France of the seventeenth century. Courtiers of the time of Henri IV. and Louis XIV., ladies in velvet riding habits and plumed hats, priests, nuns, Indians in full war paint, and children in every variety of fancy dress complete the picture. There is no sense of incongruity. The French-Canadians take easily to their costumes, just as their city forms a natural and obvious background to its picturesque inhabitants, and the brilliant sunshine gives the last touch that is wanted to the whole scene.

The ordinary population of Quebec has been, roughly speaking, doubled, but the difficulties of accommodating some 50,000 visitors seem to have been got over quite successfully. Occasionally the supply of soda-water falls short for an hour or so, but on the whole everything works smoothly.

Among the invited guests are some of the best-known names in the British Empire, besides descendants of those who made the history of Quebec in the past.

Lord Dudley represents Australia, which he is shortly to govern; Lord Ranfurly, New Zealand; and Sir Henry de Villiers, South Africa. France and the United States have sent their envoys, besides two French battleships and one American. The rest of Canada is represented by the Lieutenant-Governors of the Provinces, the Premier, Sir Wilfrid Laurier, most of the Ministers, and many of the Provincial Premiers. The Old Country has sent such distinguished men as the Duke of Norfolk, Lord Roberts, and Lord Lovat, who represents the Clan Fraser; and the English guests also include Sir Reginald and Lady Beatrice Pole-Carew, Lord and Lady Falmouth, the Marchioness of Donegall, Lord Bruce, and other personal friends of the Governor-General. The actual descendants of Wolfe and Murray are here, with the Marquis de Levis and the Comte de Montcalm, the latter quite a young man with strongly marked features decidedly like those of his illustrious ancestor. A story is going the rounds of Quebec that the descendants of Wolfe and Montcalm were found competing, not for the possession of the town, but for that of the same bathroom at the Château Frontenac, which, if not true, is certainly *ben trovato*.

But the hero of the hour is the "great little" man, Lord Roberts. Wherever and whenever he appears he is greeted with cheers. The French-Canadians do not understand how to give a rousing British cheer, but the cries of "Robeerts" testify to his popularity.

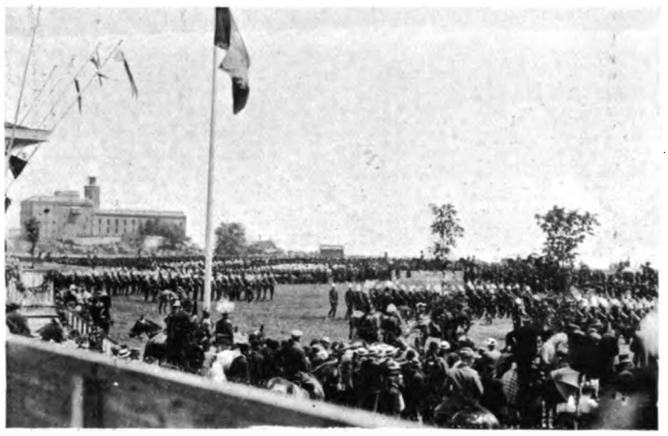
July 22.—In blazing sunshine and through crowded streets the Prince of Wales has made his entry into Quebec. The show of uniforms, gold lace, and cocked hats would surprise any one who does not know that the Canadian Army, besides being a valuable fighting force in time of war, can turn out as smart an array of troops for ceremonial occasions as could be wished. The Prince's escort of Canadian Dragoons of the permanent force is an especially fine set of men, admirably mounted and equipped. Only the privileged few were able to see the Prince's arrival at the King's Wharf, as the space in the lower town is very limited, but the whole population turned out in the streets and in the open space round the Château.

July 23.—To-day's ceremonial in front of the statue of Champlain was a more or less formal and conventional affair, and chiefly remarkable for the length and fluency of some of the speeches, notably those of the American envoy and Mr. Turgeon, the Minister of Crown Lands.

In the evening, after a State dinner at the Citadel, the Governor-General and Lady Grey gave a reception to meet the Prince and to see the illuminations of the fleet and the fireworks from the terrace. Unfortunately, the rain drove people in, and rather spoilt the success of the fireworks.

July 24.—A day of glorious sunshine tempered with a light breeze and freshness from last night's rain. A grand review of the sailors from the British, French, and American warships and of the Permanent and Militia forces of the Dominion of Canada took place on the Plains, just between the Pageant ground and the St. Louis Road. In spite of the want of space, this was perhaps the most imposing ceremony of the whole week, and the one of which all Canadians present should most justly have felt proud.

The troops present numbered 12,400, but were, of course, not by any means the whole Canadian Army, as the Western Provinces were not represented at all. Those that were there were, however, sufficient to give a very good impression of the Canadian Army; and I think it was a revelation to the Canadians themselves to see the men that their country could put in the field if called upon. It would not be difficult to criticise, or to point out certain imperfections, but, considering that Canada has only stood alone in military matters for the last four years, the results are truly astonishing, and full of the brightest promise for the future. The Review will, I think, be a great encouragement to those (perhaps too few) who take interest in military matters in the Dominion, and will rouse those who have been inclined to look down upon and question the utility of the Militia and Permanent forces. It would be generally acknowledged that the North-West Mounted Police were the smartest body of men who marched past, and some of the Highland regiments were very good. A slight mishap with one of the guns gave the Artillery a chance of showing that they knew how to handle their horses smartly, and their final gallop past with the guns was worthy of all praise.



THE MARCH PAST.

GENERAL VIEW FROM WOLFE'S MONUMENT.

The Review before the Prince of Wales on the Plains of Abraham.

The evening of Friday was taken up with a State Ball at the Parliament House, at which the Prince of Wales, the Governor-General and Lady Grey and all their party were present. The crowd was enormous, but the loyal citizens of Quebec were quite ready to put up with a certain amount of inconvenience to get a glimpse of the Prince, and after the Royal party left the room emptied to a great extent, and it was possible to dance in comfort.

July 25.—To my mind, yesterday's Military Review was the most interesting event of the week, but most people would perhaps consider the State Performance of the Pageant as the crowning point of the whole, and certainly to-day's performance could not have taken place under more perfect conditions. The weather was glorious. The strength of the sun got less towards evening, and the final scenes were bathed in a soft light that showed them better than the full glare of mid-day would have done. The performance began punctually at 5 o'clock, when the Royal party made their appearance, and the National Anthem was played. I will not attempt to describe in detail the scenes of the Pageant. They are probably sufficiently well known by now. To my thinking, the first scene of Cartier's landing among the Indians was the best staged, the accompaniment of soft church music being particularly effective. The colour scheme of the scenes at Fontainebleau and the Louvre beggars description. The Indians, also, were a great feature of the whole performance. They were the chief actors in the Dollard scene, and many other scenes would have lost their effect without them. The speaking parts, notably that of Frontenac and

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Cartier, were done with great spirit, and every word was heard distinctly—no easy matter considering the size of the ground. But the last tableau was the most impressive of all; the two armies, the living copies of those who had fought and died on that very spot, began their stately march past side by side till the whole multitude was assembled in front of the stand and took up together the national song "O Canada, Our Fathers' Land of Old." Then the whole assembly, actors and audience, rose as the National Anthem was played. At the close there was an instinctive movement towards the Royal box, and all turned towards the Prince, as the representative of that Throne which, with the flag, is the only tangible and visible bond of our great Empire. It was a great moment, and a memorable day in the life of the Canadian Nation.

A RIFT WITHIN THE FREE TRADE LUTE.

Last week there was held at the Caxton Hall, Westminster, the International Free Trade Congress, which was addressed by Mr. Asquith, Mr. Churchill and others, who advanced the usual arguments in favour of Free Trade. The foreign delegates all seemed agreed that their own countries would have nothing to do with Free Trade. The most interesting speech was one by Mr. Alexander McFee, a Canadian delegate, who must have astonished his audience considerably. Mr. McFee warmly repudiated the suggestion of Dr. Arndt, a German delegate, that Great Britain had interfered with the commercial policy of the Colonies, quoting Mr. Asquith's declaration on the subject at the Colonial Conference, where he described the Colonies as being of age and mistresses within their own borders. Canada had had some experience of retaliation because of her granting to the Mother-country a preference which he maintained that she had every right to grant for the purpose of bringing about closer relations. When Germany excluded Canadian agricultural produce Canada was forced into a policy of retaliation, as the result of which she had been able to come to better arrangements with Germany. So long as a Protectionist policy was adhered to by the United States, Germany, and France, it would be impossible for Canada to adopt a Free Trade policy, and he believed that any arrangement which might be come to with Great Britain would be not by the breaking down of tariff walls but behind them.

SCOTTISH AGRICULTURISTS IN CANADA.

During the next two months a commission of Scottish agricultural representatives will be travelling throughout Canada as guests of the Dominion Government. The majority of the party sailed last week. They will disembark at Rimouski, in the province of Quebec, where the mails are landed, and first visit Fredericton, Woodstock, and St. John, in the province of New Brunswick, and from there proceed to Truro in Nova Scotia. The next stage is Halifax, where they will visit Kentville, near which is Sir F. Borden's great orchard, which is reputed to be the biggest concern of its kind in Canada. After that the visitors proceed to Annapolis and Digby, thence via St. John and Knowlton to Montreal. Then they proceed to Ottawa, where the second Sunday of the land tour is to be spent. After spending another day in Ottawa, Toronto will be reached by easy stages.

From Toronto, Hamilton, and a number of places in the neighbourhood of the Niagara Falls will be visited, as well as London, St. Mary's, Stratford, and Guelph. From Toronto the route lies by Muskoka Lakes, North Bay, Fort William, and Port Arthur, Winnipeg being reached about September 5, where three days are to be spent. From Winnipeg the commission will proceed to Brandon, Portage la Prairie, and Carbery. Proceeding still further west, Indian Head will be visited, as well as Regina, Moose Jaw, Medicine Hat, Lethbridge, and other places in Saskatchewan and Alberta, the next Sunday being spent at Banff. From thence they proceed to the Pacific coast.

The united members of the commission are the following, several of whom were commissioners two years ago to Denmark, viz.:—Mr. William Barber, M.A., J.P., Tererran, Dumfries; Mr. William Bruce, B.Sc., of the Edinburgh and East of Scotland College of Agriculture; Mr. J. M'Hutchen Dobbie, J.P., Campend, Dalkeith; Mr. James Dunlop, Hallhouse, Kilmarnock (formerly of Midland, Fenwick); Mr. George A. Ferguson, J.P., Surradale, Elgin; Mr. Ian A. Forsyth, Ballintraid, Delny, Ross-shire; Dr. R. Shirra Gibb, Boon, Larder; Mr. R. B. Greig, F.R.S.E., of the Aberdeen Agricultural College; Mr. W. Henderson, J.P., of Lawton, Coupar-Angus; Mr. J. M. Hodge, solicitor, Blairgowrie; Mr. Harry Hope, J.P., Barneyhill, Dunbar; Mr. James Johnstone, J.P., factor, Alloway Cottage, Ayr; Mr. James Keith, Pitmedden, Udny, Aberdeen; Mr. Angus Mackintosh, J.P., Uig, Portree; Dr. T. Carlaw Martin, Dundee; Mr. Edward E. Morrison, M.A., Bonnytown, Strathvithie, Fife; Mr. A. M. Prain, J.P., Inchture, Perthshire; Sir R. G. Sinclair, Bart., D.S.O., Barrock House, Wick; Mr. John Speir, Newton, Glasgow; Mr. D. A. Spence, Dunninald Mains, Montrose; Mr. David Wilkie, J.P., Kirriemuir; and Principal R. Patrick Wright, of the Glasgow and West of Scotland Agricultural College.

During the eighteen months from July 1, 1906, to December 31, 1907, 17,714 aliens were naturalised in Canada. Of these 7,259 were from the United States, and 2,127 were Russians, 386 Japanese, and 233 Chinese. Since the Act came into force in 1902, 404,000 aliens have been naturalised.

Lord Strathcona, who is at present staying at his residence in Dorchester Street, Montreal, has announced his intention of attending the Provincial Exhibition held in Vancouver next month. He is also to take part in the Simon Fraser Centennial, in honour of the famous trip of the Scotch fur trader who first followed the Fraser River down to the sea. Lord Strathcona has a special interest in this anniversary, and the event it commemorates, as it was an uncle of his, John Stuart, who accompanied Fraser on the historic voyage.

THE FIRE AT FERNIE.

Message from the King.

Later reports happily show that the loss of life sustained in the disastrous bush fire which has been raging in the Kootenay Valley is not nearly as great as was at first reported. The latest estimate gives the fatality as about forty. Messages of sympathy have been received from all parts of the Empire, and several cities in the United States have generously come to the assistance of the survivors. Lord Crewe telegraphed to the Governor-General as follows:—"His Majesty has learnt with deep regret of the devastation and loss of life caused by the fire in British Columbia. I am commanded to express his Majesty's heartfelt sympathy with the bereaved and homeless and his earnest hope that the danger is now past."

Earl Grey also received the following telegram from Lord Crewe:—"I have learned, with very great regret, of the disastrous fire in British Columbia, and earnestly trust that the loss of life and property may not prove to be as great as is now feared. I shall be glad to receive such information as your Government has to hand."

On behalf of the people of Australia Lord Northcote offered the deepest sympathy with the bereaved and the sufferers.

Fernie has been practically wiped out. About twenty buildings escaped, including the large office of the coal and electric companies. The heroism of the inhabitants has been marked, and building operations have already commenced. Splendid order continues to be maintained, and the arrangements for the comfort of the refugees are, under the circumstances, excellent. The mayor is personally attending all applications for relief, and supplies continue to arrive from outside sources. Sufficient shelter is provided in the numerous tents, at least until the rainy season begins

MINERS' HOUSES AT FERNIE.

On inquiry at the Canadian Bank of Commerce in London, our representative was informed that the following telegram had been received:—"Fire left only 32 buildings standing in Fernie; Coal Creek completely, and Michel and Hosmer partly, destroyed; 62 lives reported to have been lost, chiefly in surrounding country, which was devastated. Estimated loss in standing timber, etc., $5,000,000 (£1,000,000), and about 7,000 homeless. Our Fernie office has been destroyed, but staff safe."

The Minister of the Interior at Ottawa cabled to the High Commissioner for Canada in London:—"Fernie now under control. Hosmer and Michel safe; 22 bodies recovered. Loss of life about 30. List of known dead: Walter Ford, wife, and two children; Mrs. Turner, Lena Bell, Scotty Miller, E. V. Lane. 4,000 homeless, 2,000 need aid. Temporary buildings being erected."

Some time will naturally elapse before the full extent of the damage to life and property is known, but all signs point to it being one of the most disastrous fires that Canada has yet experienced.

Lord Plunkett, the Governor of New Zealand, has sent to Lord Grey, Governor-General of Canada, a telegram expressing his sympathy and that of the New Zealand Government with the sufferers by the forest fire in British Columbia.

CANADIAN GENERAL ELECTION.

The *Times* Ottawa correspondent says:—The Government will wait till September before deciding on the question of having a general election this autumn or of holding another session of the present Parliament. The opinion of some Ministers is that the Government should hold another short session before appealing to the country, the expected revival of trade next year being considered as likely materially to help the Government's chances of return to power. The Cabinet Ministers are going to their respective provinces this week to feel the political pulse of the people and to hold a few public meetings. On their return to Ottawa at the end of the month a definite decision will be reached.

The Sheffield Choir, which is to visit Canada this autumn, will sail by the Allan Line's new steamer *Grampian*, specially chartered for the purpose, from Glasgow on October 23, and will arrive in Montreal on November 1, beginning their concerts in the Montreal Arena on November 2 and 3. Ottawa will be visited on November 4, and Toronto on November 5, 6, and 7.

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FROM PONY TO PALACE-CAR.

The Growth of the Express Business. By Edward Angus.

THERE is probably no other business so intimately connected with the railway as the express business. The express business has grown up in America with the American railway.

Long ago the demand was apparent for a common carrier between the post-office and the freight-car—the goods van, as they say in England. The freight-car moved the heavy freight; the Postal Department in America, as in Canada, delivered the letters, newspapers, and periodicals; sometimes it moved merchandise, but there were countless articles too heavy for the mails, and too perishable or important to go by freight, and to handle this class of the business the express company was born.

And when we take time to glance back over the history of the express company, we find it far and away the most interesting, the most romantic of all the lines, branches, or departments of the transportation business.

The elder Mr. Cheney, of Boston, the father of the American Canadian Express Company, once remarked that the proudest moment of his life was the day he was appointed stage driver out of Boston. He made this remark at a moment when he could make out a good cheque on his own account for twenty million dollars.

Probably the proudest day the late Mr. Valentine ever knew was the day he was made messenger and rode out of San Francisco on a Wells-Fargo stage to be shot at by Black Bart, who, single-handed and alone, held up Wells-Fargo and Company on the lonely trail twenty-seven times. Mr. Valentine died president of the company.

Long before any railway had ventured beyond the Missouri River, the Pony Express had its daring riders, riding out from St. Joe and San Francico, passing each other with only a nod by day or a shout at night. There are men still living who rode the ponies in the days when the outraged Indians of the American West made life beyond the big water one long battle.

A "STAGE" CARRYING MAILS AND EXPRESS.

Among the noted characters who had a hand in this first overland express business, the most famous was W. F. Cody, better known as Buffalo Bill. I wonder how many of the millions who have seen this daring rider and expert rifle shot lifting his stetson and backing away from the grand stand in his Wild-West show, know how he acquired the stage name which is now known to all the English-speaking peoples of the earth.

This name was given to Cody when he was the head of the Commissary Department under General G. M. Dodge, during the construction of the first Pacific railway to link the mighty oceans that are the Eastern and Western shores of this God-blessed continent. He was the official buffalo butcher for the construction camp. This, however, was some years after he had made a reputation as a scout, Indian fighter, and rough rider of the Pony Express.

For years Wells-Fargo and Company did not only the express business of the Golden West, but the bulk of the banking business as well. Every man who took arms under their flag took his life in his own hands, or more correctly speaking, set himself up as a target for the red rioters and white road agents of the border states and western territories.

In many an unmarked grave to-day sleep these pioneers who in the early days dodged bullets and slept with their hats on to avoid being scalped in their sleep. The calling is still a hazardous one.

Every little while we hear of a brave messenger battling with bandits to save the property in his care, and only once in a while of one of the men who handle millions almost daily going wrong.

The Canadian Express Company, operating on the Grand Trunk Railway system, is older than the Grand Trunk, which was the pioneer railway in Canada, and the second railway on this continent.

The original name of the company was the British-American Express, established in the early 50's, at which time they operated on stage lines during winter, and by steamer during navigation, and when the railway opened between Montreal and Portland, they operated on its trains, like privilege being obtained when the Grand Trunk opened between Montreal and Toronto. In the latter end of May, 1858, they established an agency at Liverpool, being the first express company to open offices in the Old Country, and it was many years before any other express company established an agency in Great Britain. This agency continues, with branches at London, Glasgow, Birmingham, and Manchester.

In February, 1865, the company was changed to the Canadian Express Company, letters patent being granted from the Federal Government, at which time the directors were Benjamin P. Cheney, Boston; Ebenezer Hatch Virgil, Troy, N.Y.; William George Fargo, Buffalo; Rybert Kent, Kingston; and Thomas Kirkpatrick, Kingston, the latter president, and father of the late Lieutenant-Governor of Ontario. The company extended in Ontario and Quebec as the Grand Trunk Railway progressed. In 1888 the Canadian Express Company took over the business of the American Express Company on the Great Western Railway in Ontario, the Grand Trunk having taken over the line some years previously, and its business now extends from Detroit and Port Huron, Michigan, to St. John, N.B., Halifax and Sydney, N.S., and Charlottetown, P.E.I.

Changes in the directorate took place from time to time. Benjamin P. Cheney became President, vice Thomas Kirkpatrick, with Alexander Campbell as Vice-President, and directors Sir Richard Cartwright, Ebenezer Hatch Virgil, James C. Fargo, Rybert Kent, and Gilman Cheney. In 1891 the directors were Gilman Cheney, President; Sir Alexander Campbell, Vice-President; Sir Richard Cartwright, Rybert Kent, and Benjamin P. Cheney.

In January, 1892, the Grand Trunk Railway purchased the stock of the Canadian Express Company, directors being L. J. Sargeant, President; Gilman Cheney, Vice-President. In 1896, when Mr. Charles M. Hays became Second Vice-President and General Manager of the Grand Trunk Railway, he became President of the Canadian Express Company with Gilman Cheney as Vice-President. In 1901 Mr. Hays retired from the Grand Trunk, going to the Southern Pacific, when Mr. George B. Reeve became Second Vice-President and General Manager of the Grand Trunk Railway, and President of the Canadian Express Company, with James Bryce as Vice-President and Manager. When Mr. Hays returned to the Grand Trunk in 1902 as Second Vice-President and General Manager, he became President of the Canadian Express Company, with James Bryce as Vice-President and Manager.

The Canadian Express Company has now between one thousand and eleven hundred offices, with a staff of between two thousand and three thousand; operating over the entire Grand Trunk Railway system in Canada from Detroit and Port Huron; the Government Railways of Canada; the Windsor, Essex, and Lake Shore and Chatham, Wallaceburg and Lake Erie Electric Railways; the Central Vermont in Canada; Central Ontario; Bay of Quinte system; Brockville, Westport, and N.-W.: Quebec and Lake St. John; Temiscouata; Atlantic and Lake Superior; Inverness; Cumberland Railway and Coal Company: Central of New Brunswick; Dominion Coal Company line; Salisbury and Harvey; New Brunswick Coal and Railway; Canada Coal and Railway Company; South Shore Railway, etc.; and the Allan, Canadian Pacific, and Dominion lines between Liverpool and Quebec and Montreal in summer, and Liverpool and Halifax and St. John in winter; also having close alliances with all the leading express companies of the United States for business to and from that country.

Thus it will be seen that the express business, like many of the men whose names are connected with some of the big companies, had a very modest beginning. The Canadian Express was only the little end of an international carrying company for years. As Canada developed, the Company extended its

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operations, and now, as the railway system over which it worked is to have a line from ocean to ocean, with five thousand miles of branch lines in addition to the existing Grand Trunk system, this company, which had so small a beginning, will, within the next few years, become one of the foremost corporations of its kind.

At headquarters in Montreal they have just completed a splendid building ten storeys high, and covering half a city block.

LORD ROBERTS'S FAREWELL TO CANADA.

Lord Roberts, on the day before he left Ottawa, was received by the Mayor and City Council and a deputation of over a hundred officers and men who had served under him in South Africa. In reply to an address, he made a speech which was practically a farewell to the Canadian people. After expressing his thanks for the address and his pleasure at being present at the review on the Plains of Abraham, Lord Roberts said:—

From all that I had heard and read of Canada I formed large expectations of what the country would be like, and these have been more than realised. No country I know of has such a magnificent approach as Canada has in the strength of the noble river which ensures Montreal such a great commercial future. No other country has such a vast extent of unoccupied land only waiting to be taken up by people of grit and fibre to show its marvellous fertility. I have been captivated by the glorious scenery of the St. Lawrence and the simple picturesqueness of Quebec. I have been equally impressed by the imposing buildings and streets of Montreal and by the stately Parliament houses of Ottawa, with their quite unique position on the banks of the Ottawa River. It is with deep regret and disappointment that I have given up my proposed visit to Toronto, that great centre of thinking and active interest in Imperial affairs. I shall never forget the enthusiasm which prevailed in that city and throughout the country at the critical time of the South African War, which did so much to make England feel that, in an emergency, she could rely upon the support of the Empire. I trust, however, that this is only a pleasure deferred, and that, at no distant date, I shall be able to avail myself of the hospitality so freely and kindly offered, not only by Toronto, but throughout your great West. Even the little I have seen shows me that the resources of Canada are practically boundless, and that, in the ordinary course of development, she must inevitably become one of the important countries of the world. May I be excused if I remind those whom I have to-day the honour of addressing that, as Canada grows in wealth and prosperity, her responsibilities will increase? And may I express the earnest hope that, as time goes on, her rulers and people will be fully alive to the necessity of making adequate arrangements to meet those responsibilities? Believe me, it is not unnecessary to say this. Nations have often forgotten this need in times of great material prosperity . . . In my judgment, it is absolutely essential, even at the present day, for the safety and welfare of a nation that the whole male population should be prepared to take a share in its defence in times of danger. Training should, I think, begin with the boys, and be systematically carried out between the ages of 10 and 18. I am delighted to learn from Sir Frederick Borden, the Minister of Militia, that the beginning of such a system has already been made in Nova Scotia. I trust that this example will speedily be followed by all the other provinces, for I am satisfied that the results of such a training, the habits of order, obedience, and punctuality the boys will be taught, will be of the greatest use to them in all the occupations of civil life. I believe the advantages of such a training would be so manifest that public opinion would soon reach the point where it would demand that all able-bodied men on attaining the age of 18 should complete their training so as to fit themselves to take a part in the defence of their country should their services ever be needed. This would be an easy matter, and would interfere very little with their civil avocations after a thorough training had been undergone in boyhood; and the discipline and self-control thus inculcated would be of inestimable value, whatever the individual career might be.

Lord Roberts then went on to urge all young Canadians to keep athletics clean, and said, "Play the game, preferring to lose fairly rather than win unfairly." In conclusion he said:—

Canada has many special advantages. One of the greatest of these, I am inclined to think, is the stern winter that follows your warm summer and beautiful autumn, about which so much has been written. The very rigour of the winter ensures that Canadians shall have the strength of a northern race and attract to this country the hardiest people of the Old World. Then the business energy and the high sense of honour, which characterise the British, and the courtesy and refinement of the French, qualities which have done so much to make these two nations great and prosperous, are the natural heritage of the people of Canada; and, so long as Canada continues to cultivate these qualities, she is bound to become, not only a great country, but to take a leading part in the future of the British Empire.

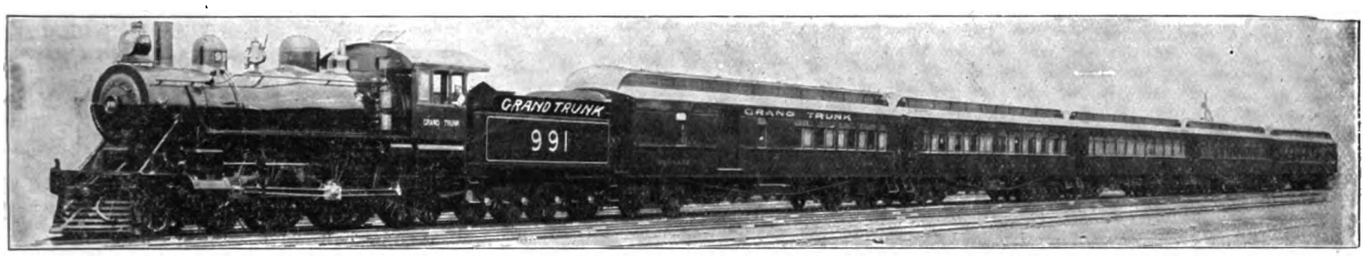
LORD LOVAT ON THE FUTURE OF THE EMPIRE.

Lord Lovat, who, on the invitation of the Governor-General, visited Canada to witness the recent Tercentenary celebrations at Quebec, was a few days ago the guest of the Halifax branch of the Canada Club. After luncheon his lordship made an eloquent speech, during which he urged closer relations between the Motherland and the Colonies. His lordship also commended the All Red route, and suggested connection between friendly societies in the United Kingdom and her over-seas dominions, interchange of officers, and in conclusion described the future British Empire as the greatest company the world has ever seen, with each section managing its own affairs, but all indissolubly linked for the defence of the whole. The speech was listened to with much attention, and at the conclusion Lord Lovat received an ovation of several minutes' duration.

After referring to his connection with Simon Fraser, who played such a prominent part in the capture of Quebec, and the erroneous conceptions of each other which exists in the minds of Britishers and Canadians, Lord Lovat said:—"Ignorance of Colonial questions has more than once complicated matters very much. Just now at home we hear much about paying our legislators and making them grants; but if we could only give them a free pass all around the Empire it would be the best thing possible, and would tend to prevent the settlement of future questions in the way which has been so irritating to some of the Colonies in the past. Naturally the question then arises, how can we improve the communications between the various parts of the Empire, and nothing proposed in recent years has commended itself to the British public like the All-Red Line plan. Its value is great to the Briton at home in enabling him, by travel, to get a realisation of the real values of things, and it also affords a magnificent oppportunity to Colonials to see other parts of the King's dominions, to realise the immensity of the Empire and the complexity of its interests. The men of the self-governing Dominions would also have a better chance to see the Crown Colonies, for, if you must judge the Englishman, I would ask you to judge him, not so much by his work at home as in these Colonies.

"It is a great pity," his lordship said later, "that there is not more connection between the friendly societies of the Mother Country and those over-seas. If these societies were more closely allied, it would be a help to the Colonial going to Britain, and an equally great help to the Britisher coming to the Colonies, for the strangeness of a new country would be much sooner dissipated.

"Probably every man has his own ideas of Empire," said Lord Lovat in closing. "My idea of the future of the Empire is the biggest company the world has ever seen, with the stock divided up among groups, each group having its stock at its own disposal, with a liability on each group to manage its own affairs and an unlimited liability for the defence of the whole. The company to have a foreign policy limited to the amount of interest of the members and to do everything possible to facilitate communication and the transmission of ideas."



THE EXPRESS TRAFFIC TO-DAY; A GRAND TRUNK FLIER.

IMPERIAL COLONIAL CLUB.

The growing desire for a club of high social standing adapted to meet the special requirements of visitors from the Colonies, the membership of which is open to ladies as well as gentlemen, has culminated in the organisation of the Imperial Colonial Club. The promoters have secured an excellent site in the heart of club land, and the Club will be formally opened at 84, Piccadilly on August 14.

The aims of the Club are not merely social, although it will undoubtedly do much to cement the social relations existing between the Mother-country and theover -seas dominions. The more serious objects include the extension of good feeling and a cordial understanding between Great Britain and her Colonies; the entertainment of all persons from the Colonies and members of other English-speaking peoples over-seas who are in England on any political mission connected either with the affairs of the Colonies or the commercial reciprocations of the world; and the reception of all foreign Ambassadors, Ministers, and delegates who may be in London on missions affecting the Colonies.

Canada is represented among the vice-presidents by the Viscount Colville of Culross, Lord Hatherton, C.M.G.: the Hon. Sir D. M'Millan, K.C.M.G.; Sir H. Montagu Allan, C.V.O.; the Hon. J. H. Turner, Mr. C. A. Duff Miller, Mr. Harrison Watson, Mr. James Kerr Osborne, the Countess of Dundonald, Viscountess Colville of Culross, Viscountess Hill, Lady Borthwick, Lady M'Millan, Lady Allan, Mrs. Twining, Mrs. Dobell.

The Canadian Crafts Guild are to furnish several portions of the interior under the supervision of Lady Tait.

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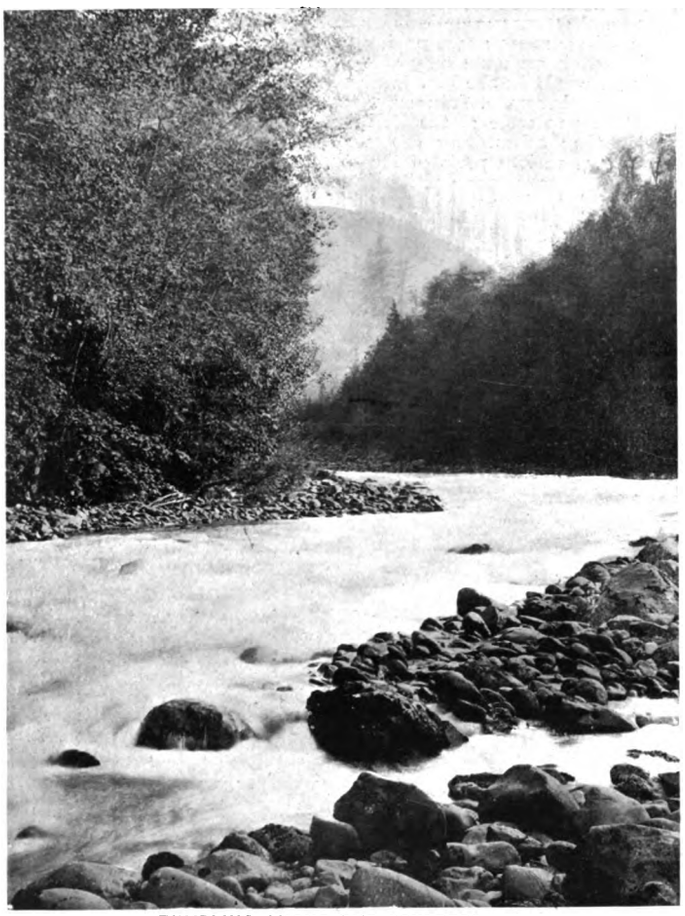
Woodland and Stream in Vancouver Island:

A LADY'S TRIP ON THE COWICHAN RIVER.

IT has generally been an accepted fact that a trip down the Cowichan River—one of the most picturesque and turbulent, as well as one of the best fishing, streams of Vancouver Island—was not, owing to its difficulties and dangers, one that could be made by a mere woman. It was, therefore, all the more novel experience for me to accomplish the journey, which, in truth, turned out to be one of the most beautiful and delightful of all my travels.

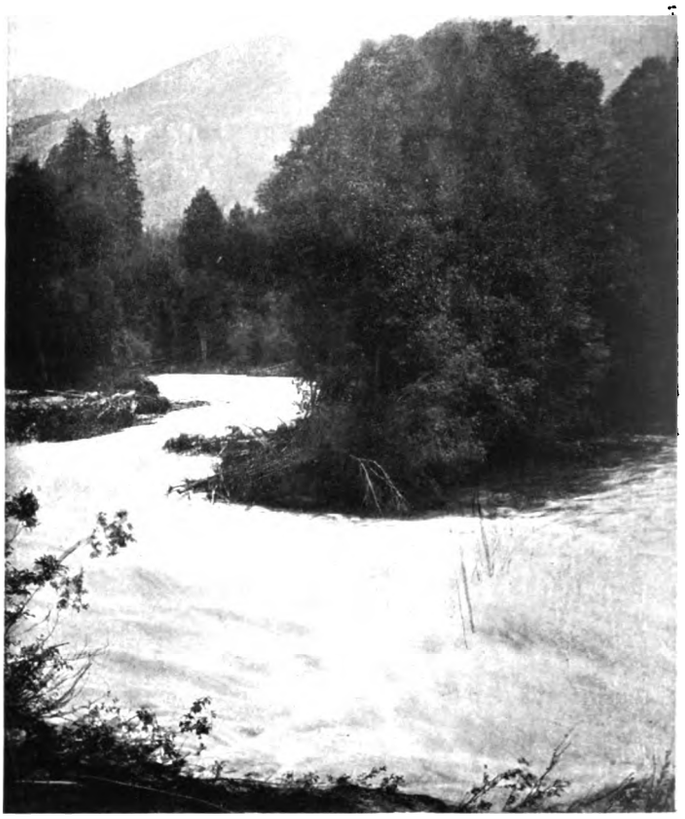
We traversed only a small portion of the stream—in fact, from Lake Hotel to Duncans. The tour began with a drive in a comfortable "stage" to Lake Hotel. The roads were bad, but the weather was perfect and the scenery delightful. We passed through forests of splendid pines, cedars, and maples, rising in splendid stateliness from a luxuriance of ferns and moss. The Cowichan country is the home of the maidenhair, which is to be seen everywhere, and grows to a wonderful size.



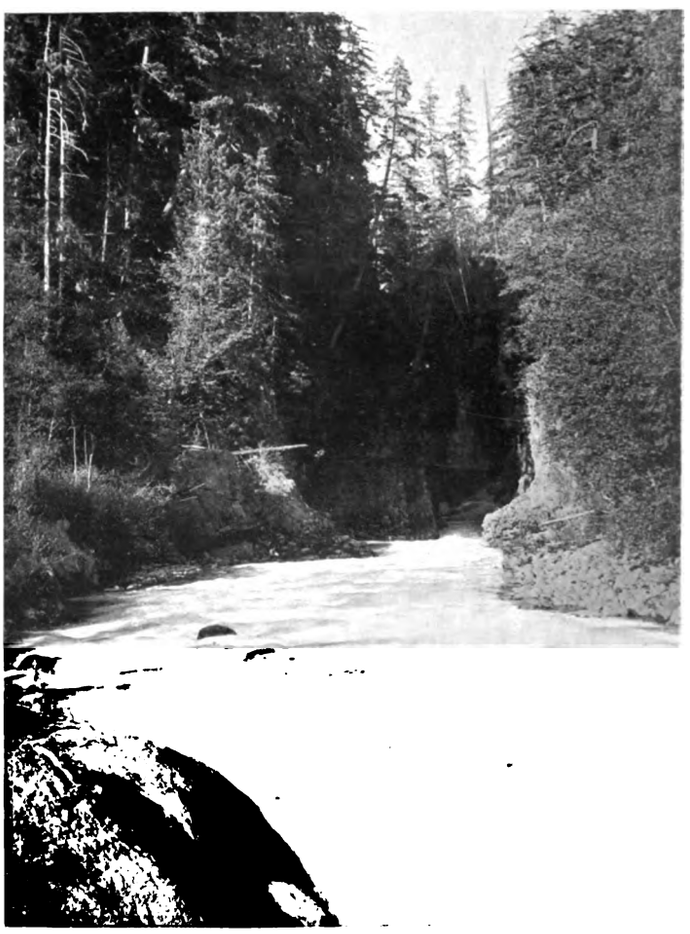
TUMBLING AMONG THF BOULDERS.

We had our first glimpse of the river about two miles from the Lakeside Hotel. The hotel is charmingly situated overlooking the lake and the entrance to the river. Round the building runs a broad balcony, from which exquisite views of the surrounding country are to be obtained. Sitting on this balcony after dinner, enjoying the balminess of the air and the scent of the pines, I remarked to my husband that did the people of the Old Country but know of this lovely spot with its many attractions, how many of them would be here. A gentleman sitting near overheard my remark, and he at once turned to us and said: "For goodness' sake do not tell them. I come here from Scotland every year for the sake of quiet."

The Indians who were to act as our guides in the passage down the river did not at first like the idea of a lady taking part in the voyage, but their objections were at length over-ruled. We made a start at 8 a.m. The luggage was placed in the middle of the canoe. One Indian took the bow and the other the stern, while we were placed comfortably on the bottom of the canoe. After going a short distance we were among the rapids, and then the excitement began. Shooting the rapids provides a most exhilarating sensation. There is apparently a continual certainty that one is to be dashed to pieces on the jagged rocks on either side of the canoe, which were only avoided at the last moment by a touch of the pole, or a twist of the paddle. The Indian in the stern was perpetually in and out of the water, giving the craft a push this way or a twist that way, and so piloting it through places where it seemed an impossibility to pass. Twice the Indian in the bow lost his pole, and I had the good fortune to grab it on both occasions as



AMONG THE RAPIDS.



A CAÑON.

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it dashed past, thus establishing my character with the Indians as "Hias cloche"—very good.

At length we come to a place called "The Falls," where we have to disembark from the canoe and take out our luggage. One Indian remained in the canoe, which was let slowly down among the foaming water, which at this point falls almost perpendicularly, by means of a rope. It seemed to us who watched wonderful that the native could keep his place in the canoe and at the same time prevent its rolling over sideways.

From that point to Duncans the river is one continual slope. In fact, one travels down hill the whole way, passing through foaming, swirling water, with breakers ahead and all around us. The sensation is delightful, for one's confidence in the Indians' wonderful management and control of the canoe takes away all fear.

The scenery of the banks is very beautiful. They are generally one mass of vegetation, consisting mostly of maidenhair and other ferns. Here and there small waterfalls break through the ferns, presenting a charming fairy-like scene. Wild duck, grebe, and teal, with their families, pass to and fro. We reached Duncans after three hours' travelling, most of which time was spent sitting in water at the bottom of the canoe, shipped during the passage of the craft through the foaming waters.

Chief among the attractions of the river is the wonderful trout fishing it affords. The fish range in size (to be worth catching) from a pound upwards. Those of about three or four pounds provide the best fun. It is said "When one is struck, he will stop a second to consider what his particular role in the play is to be. This puts you off your guard, and your arm muscles relax instinctively, and your eyes wander to the tip of your rod for the purpose of following the line down to the water. It is that momentary off-guardedness which ruins you. The trout will then make a quick half-circle, so turning the line in the current as to make a kink in the cast, which he then dexterously snaps and tears away. Having effected repairs, you probably imagine that pool is spoilt by his gambols. Not a bit of it! Go straight back, and ten chances to one the very same fish, with your old fly and cast still trailing, will give you another run for your money." E. F. JACKSON.

CRIMINAL STATISTICS.

According to a Blue Book on Criminal Statistics just issued, the ratios of the total convictions (indictable offences and summary cases) are represented below according to population, for the two five-year periods and the year 1906, by provinces, in the order of criminality:—

PERIOD OF 1896-1900.

British Columbia,	one conviction	for every	69	inhabitants.
The Territories	,,	,,	80	,,
Ontario	,,	,,	126	,,
New Brunswick	,,	,,	143	,,
Manitoba	,,	,,	150	,,
Quebec	,,	,,	155	,,
Nova Scotia	,,	,,	169	,,
Prince Edward Island	,,	,,	240	,,

PERIOD OF 1901-1905.

British Columbia,	one conviction	for every	60	inhabitants.
Manitoba	,,	,,	73	,,
The Territories	,,	,,	82	,,
Ontario	,,	,,	102	,,
Nova Scotia	,,	,,	112	,,
New Brunswick	,,	,,	134	,,
Quebec	,,	,,	156	,,
Prince Edward Island	,,	,,	261	,,

THE YEAR 1906.

Manitoba,	one conviction	for every	40	inhabitants.
British Columbia	,,	,,	62	,,
The Territories	,,	,,	67	,,
Ontario	,,	,,	81	,,
Nova Scotia	,,	,,	92	,,
Quebec	,,	,,	120	,,
New Brunswick	,,	,,	125	,,
Prince Edward Island	,,	,,	426	,,

The above statement shows that British Columbia had the highest criminality during the two five-year periods, and the second highest in 1906, while Manitoba, which stands fifth on the list during the period 1896-1900, is second for the period 1901-1905, first for the year 1906. Prince Edward Island shows the lowest criminality for the three periods mentioned, with Nova Scotia second lowest for the period 1896-1900, Quebec second lowest for the period 1901-1905, and New Brunswick second lowest for the year 1906. The criminality for the Dominion is represented by the following figures:—One conviction for every 134 inhabitants for the period 1896-1900, one conviction for every 110 inhabitants for the period 1901-1905, and one conviction for every 84 inhabitants in 1906.

It is estimated that the celebrations at Quebec were attended by nearly 150,000 visitors, who spent a considerable sum in the city. The local authorities spent about £15,000 in connection with the affair, and the amount laid out by the Special Commission in pageants, etc., was over £50,000.

FROM THE ROCKIES TO CAPTIVITY.

On May 20, 1908, the first Rocky Mountain goat ever bred in captivity was born in New York Zoological Park, says *Rod and Gun*. Its parents were brought from British Columbia by Director Hornady in November, 1905, with three other specimens. All five were born in May, 1905, and were captured in the mountains north of Fort Steele.

Since the arrival of the little herd in New York, all its members have been maintained in excellent health. They are fed on very clean crushed oats (in the hull), sliced carrots and potatoes, an occasional apple, and all the clover hay they can eat. There are three adult males and two females, and they have been given three large corrals and a rustic barn in the south-western corner of the park. For amusement and exercise they climb all over the roof of the ban, and spend much time aloft.

Although very level-headed and calm in times of real danger, the mountain goat is shy of being handled and petted, and with nervous impatience flings itself away from an outstretched hand. One member of the herd will permit their keeper to touch it. Although they are not quarrelsome toward each other, they are so free in prodding

THE FIRST ROCKY MOUNTAIN GOAT BRED IN CAPTIVITY.

each other with their skewer-like horns that it was necessary to saw off an inch from each horn tip.

Quite a number of goats have come into captivity, but very few have survived longer than a few months. The climatic conditions of the Atlantic coast region have carried off eight other goats of our acquaintance in two years or less, and until now it has been doubted whether it were possible to acclimatise the species on the Atlantic coast. For this reason the news of the birth in the New York herd will be hailed with delight by all sportsmen and nature-lovers.

The kid two days after birth was 13½in. high at the shoulders, and weighed 7¼lb.

A CONSCIENTIOUS SENATOR.

Canada has a senator who does not accept his sessional indemnity and who has not accepted it since the amount was increased from $1,500 to $2,500, and there is the greater part of $7,500 coming to him—Senator Josiah Wood, of Westmorland, N.B. For three years he has not taken his cheque. Senator Wood was opposed to the increase when it went into effect. He took it that the money given to a member of Parliament was in reality an indemnity, and not in any sense a salary. Acting on that principle, he has drawn from the Treasury only enough to idemnify himself for expenses—that is, he has drawn "board money" or about $700 or $800 a year. The balance lies to his credit.

A dispatch from Washington says that the State Department has reached an agreement with the British Foreign Office to extend the present modus vivendi regarding the Newfoundland fisheries, pending a settlement of the respective rights of fishermen at The Hague.

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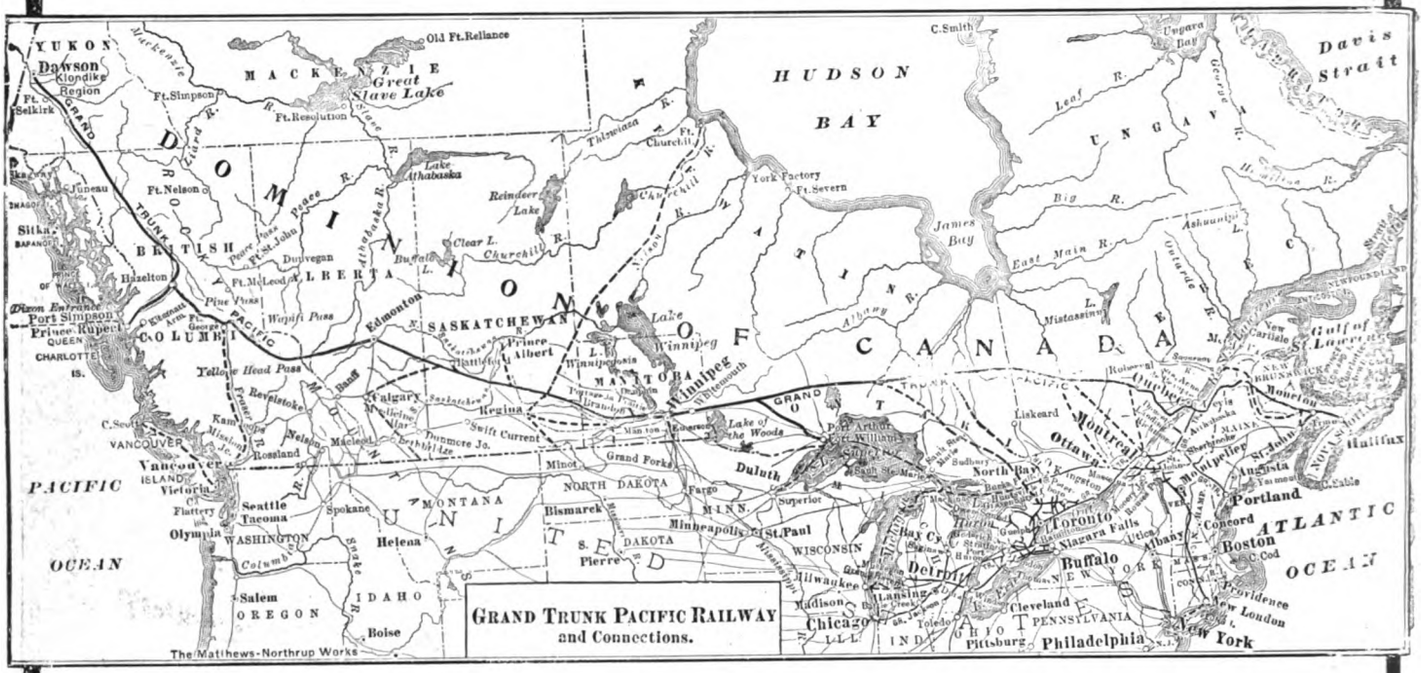
THE

GRAND TRUNK PACIFIC RAILWAY



THE

All-Canadian Trans-Continental Railway

THE ONLY ALL-RED ROUTE

MILEAGE TABLE

Total Mileage contemplated:

Main Line, Moncton, N.B., to Prince Rupert, B.C. .	**3,560** miles
Branch Lines	**5,000** ,,
	8,560 miles

To be completed in 1908:

Main Line, Winnipeg, Man., to Edmonton, Alta.	**793** miles
Lake Superior Branch, Fort William, Ont., to connection with Main Line	**200** ,,
	993 miles

THIS new line will open a vast country rich in agricultural, timber and mineral resources, and will provide an additional outlet for the enormous grain crops of the Canadian Northwest, as well as creating a new market for the manufactured products of Eastern Canada. It will be a shorter route by several hundred miles than any now existing between Europe and the Far East.

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PURELY PERSONAL

The Honourable A. B. Aylesworth, Minister of Justice in the Dominion Cabinet, arrived by the R.M.S. *Virginian* on his way to Germany to consult specialists in regard to his increasing deafness.

For the second year in succession Mr. George S. Lyon, the well-known golfer, won the championship of the League of the Lower Lakes, defeating Dr. A. M. Ross, of Toronto, in the finals on the Toronto links.

Mr. James Weir, of Sandilands, Lanark, has been asked to judge the Clydesdales at the Canadian National Exhibition, Toronto, this year.

Sir Richard Cartwright, Minister of Trade and Commerce in the Dominion Cabinet, is spending the Parliamentary vacation at his summer home, The Maples, Kingston, Ontario.

The engagement is announced in Montreal of Miss Lorraine Percy, daughter of Mr. Charles Percy, of Weredale Park, with Mr. James Creed Meredith, eldest son of Sir James Meredith, of Cloneevin, Dublin.

The University authorities of Toronto propose to tender a reception to Lord Milner during his expected visit in October.

Archbishop Bruchesi sails from Montreal on August 21 to attend the Catholic Congress of the Eucharist in London, during the month of September. His Grace will then go to Rome on an official visit.

The Hon. Richard McBride, Premier of British Columbia, denies the rumour that he intended to enter the field of Dominion politics.

Mr. Frank Lascelles, the director and designer of the Quebec Tercentenary Pageant, will attend the forthcoming annual exhibition at Toronto.

Miss Binney, a daughter of the Rev. Herbert Binney, and a granddaughter of the late Bishop Binney, has arrived at Halifax, N.S., from England on a visit of some months to her aunt, Mrs. Gravely.

Recent arrivals from Canada include Senators F. P. Thompson and John Yeo, from Ottawa; Lieutenant-Colonel A. Smith, from London, Ontario; Mr. R. S. Meredith and Mr. W. de M. Marler, from Montreal; and Mr. Nicol Kingsmill, from Toronto.

Among those who sailed in the Allan liner *Corsican* on Friday were the Earl of Winterton, Major the Hon. W. Rowley, Major Carrington-Smith, and Dr. and Mrs. Burgess.

Miss Jean Parker, of Winnipeg, and Mr. Worsfold, of Port Hope, accompanied by two Swiss guides, have made a successful ascent of Mount Tupper in the Canadian Rocky Mountains. This is only the second ascent of Mount Tupper. The first was made in 1906, by a German. Miss Parker was the first Canadian lady to climb Sir Donald, the highest mountain in the Selkirks. Mount Tupper is lower, but more difficult.

Mrs. Henshaw, of Vancouver, B.C., has won the prize in the Botanical Section of the Art Competition held during the autumn meet of the Alpine Club of Canada, open to all members of the club. Her exhibit consisted of four beautiful photographs of mountain species. The prize is a large picture of the Lake Louise district in the Rocky Mountains, and is handsomely framed in mahogany.

Lady Digges La Touche is expected in Ottawa from India to visit relatives there.

MR. WILLIAM DUFF REID.

Mr. William Duff Reid, the newly-elected president of the Reid-Newfoundland Company, is the eldest of the three sons of the late President of the company, Sir Robert Gillespie Reid.

Mr. Reid was born on March 20, 1867, about two years after his father left Scotland to lay the basis of his fortune in Australia. Coming to Canada with his parents in 1871, he was educated in the Canadian public schools, and at the Collegiate Institute, Galt. While still very young

he became interested in the construction work for which his father was famous, and a strong similarity of tastes drew them into that close business relationship which lasted up to the time of Sir Robert's death.

The first work of any magnitude which Mr. W. D. Reid carried out practically on his own responsibility was the construction of about eight-five miles of the Algoma branch of the Canadian Pacific Railway. Following this successful undertaking, Mr. Reid went to Cape Breton, where he had charge of the construction of the branch of the Intercolonial Railway from Hawkesbury to Grand Narrows.

While still in his twenties, Mr. Reid became associated with his father in the latter's enterprises in Newfoundland, the record of which is practically the history of the development of the Colony.

From 1890 Mr. Reid had practical charge of his father's many enterprises in Newfoundland, until they included not only a railway six hundred miles long, but a fleet of steamers and the Colonial Telegraph System, as well as many of the other improvements which have put Newfoundland where she is to-day.

Mr. Reid's particular attention has been given for years to the construction, equipment, and operation of the Reid-Newfoundland Railway. From 1898 to 1902 the vast enterprises now brought together under the Reid-Newfoundland Company were entirely in the hands of Sir Robert Reid. In 1902 the formation of the company was accomplished, with Sir Robert Reid as president and Mr. W. D. Reid as vice-president and general manager.

The Hon. Sir Louis Davies, of Ottawa, a Judge of the Supreme Court of the Dominion, is visiting London, and is staying at the Hotel Metropole.

Mr. A. Ireland, Superintendent of Branches of the Canadian Bank of Commerce, is a guest of the Savoy Hotel. Mr. Ireland is accompanied by Mrs. and Miss Ireland.

Mr. T. Fyshe, K.C., of Montreal, Vice-President of the Lake of the Woods Milling Company, is staying for a short time at Morley's Hotel. Mr. Fyshe is also a director of the Ontario Accident Insurance Company, and of the Pelican and British Life Office.

Sir P. Whitney, Prime Minister of Ontario, is expected in London next week. His visit will be preparatory to that of Hon. A. J. Matheson, the Provincial Treasurer, who expects to sail in the autumn to negotiate a loan for the province.

Mr. and Mrs. William Mackenize, of Toronto, announce the engagement of their daughter, Katharine, to Mr. W. William Beardmore, son of Mr. and Mrs. Walter Beardmore.

The body of Mr. Peter B. Ball, the late Canadian Trade Commissioner in Birmingham, will be taken to Toronto for interment. Mrs. Ball and her son sail to-day (Friday) in the R.M.S. *Virginian*.

Returning to Canada on the Dominion liner *Ottawa* were a number of clergy who had attended the Pan-Anglican Conference, including Archdeacon Forsyth and Canon H. P. Almon Abbott.

Among the sailings by the *Empress of Ireland* were Mr. D. Davies, M.P., Mr. Hamar Greenwood, M.P., Colonel Sir Augustus FitzGeorge, K.C.V.O. and C.B., Mr. F. Baden-Powell and family.

Mr. J. J. Kehoe, barrister-at-law, has been selected for the office of Judge of the District Court of the Provisional Judicial District of Sudbury, Ontario.

Lieutenant-Colonel Ernest A. Cruickshank, of Niagara Falls, has been appointed architect in the Department of Militia and Defence at Ottawa.

Mr. Keir Hardie, M.P., will attend the forthcoming meeting of the Trades and Labour Congress of Canada, which meets at Halifax next month.

BIRTHS, MARRIAGES AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s., or 75c., for 24 words or under, every additional word one halfpenny or one cent, which in all cases must be prepaid. All notice must be properly authenticated.

BIRTHS.

CAVENDISH.—In Toronto, July 28, to Mr. and Mrs. W. Delmar Cavendish, a son.

NASH.—To Dr. and Mrs. C. C. Nash, Kingston, Ont., on July 21, 1908, a son.

ROSS.—At the "Maples," Ormstown, Quebec, on July 20, 1908, a daughter to Mr. and Mrs. Andrew Ross.

MARRIAGES.

HEENEY-HERBISON.—On July 29, by the Rev. Robt. Herbison, brother of the bride, assisted by Rev. S. H. Pickup, at Toronto, Rev. T. F. Heeney, B.A., of Lansdowne, to Florence, eldest daughter of Mr. Benjamin Herbison, of Sand Bay.

KING—MCKENZIE. — At Knox Church, Winnipeg, July 25, Helen McKenzie, of Oshawa, Ont., to W. Harry King, M.A., of Miami, Man.

MCCAUSLAND—BIGGER.—On July 21, 1908, at St. Jude's Church, Oakville, Ont., by the Rev. Wm. Brooghall, assisted by the Rev. Harold McCausland, Mary Eva, only daughter of Mr. and Mrs. John Bigger, to Maurice Bruce, eldest son of Mr. and Mrs. Robert McCausland, Toronto.

DEATHS.

BUTTERWORTH.—At Granby, Quebec, Mary Ann Morrison, wife of the late Samuel Butterworth, born at Denny, Stirling, Scotland, on April 19, 1824; died on July 19, 1908.

HOWARD.—On July 23, 1908, at No. 4, Beaver Hall Square, Montreal, Gertrude S., dearly beloved wife of the late Capt. Thomas Howard.

MACDONALD.—In Toronto, July 24, Katherine Cleveland, wife of Major James Fraser Macdonald.

WYLIE.—At Burnside, Almonte, Ont., on July 27, 1908, Alexandra Helena, beloved wife of James Watson Wylie, and youngest daughter of the late Judge Logie, of Hamilton.

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At the Franco-British Exhibition: THE GRAND TRUNK RAILWAY'S EXHIBIT.

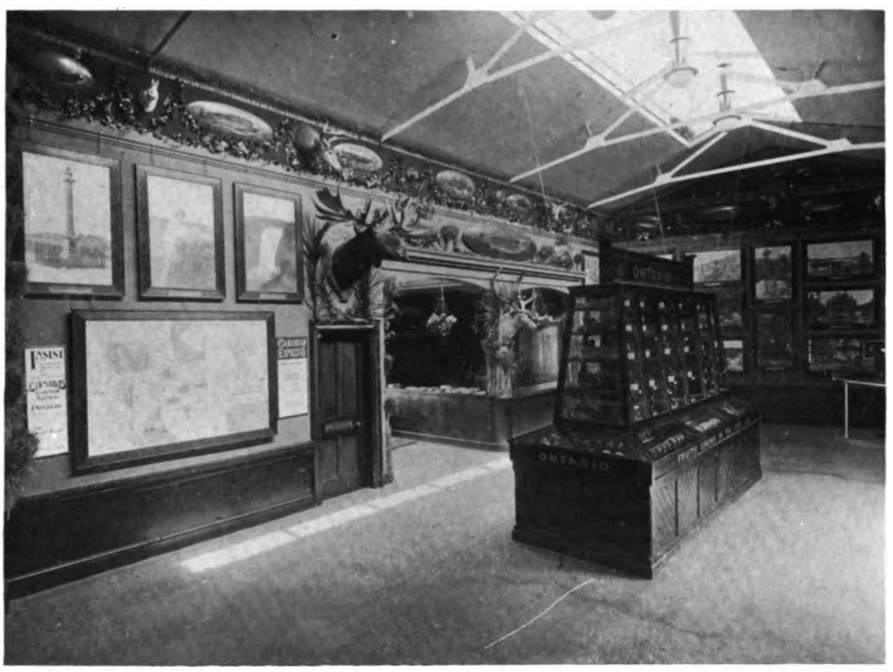
THE EXTERIOR.

THE STATUARY OVER THE ENTRANCE.

The Grand Trunk Pavilion, which we described fully in a previous issue, continues to attract crowds of visitors, and the comprehensive and artistically-arranged exhibit has opened the minds of many to the manifold advantages which Canada offers, not only to the settler, but to the tourist and the sportsman. A satisfactory feature is the great interest taken in the Dominion by the younger element. A few days ago a party of 800 scholars from Grimsby, Lincolnshire, in charge of 50 teachers, visited the pavilion, and the youthful pupils received a much-appreciated addition to their store of knowledge. As the Grand Trunk are particularly anxious to educate the youth of the Mother Country to the value of their vast heritage in Canada, the visit of this party was very gratifying. Mr. Cumming and his assistant are also called upon to answer many questions asked by prospective emigrants, and the knowledge thus obtained will be of much assistance to them in their choice of district, occupation, etc. Instructive literature is freely distributed, and every assistance rendered to those desiring information.

The Grand Trunk pavilion should not be missed by visitors to the Franco-British Exhibition. It is situated in the Machinery Hall Gardens, and thus has a central and favourable location. Attention is attracted by the imposing group of statuary surmounting the pavilion, allegorical of Speed. In the evening the pavilion is charmingly illuminated with an orange light effect, and the whole exhibit is worthy of the important corporation it represents.

Canadian visitors to the Franco-British who had also seen the displays made by the Dominion Government at the leading exhibitions which have been previously held in the United States as well as in Europe, expressed to *CANADA* their gratified conviction that never before had such an attractive, comprehensive, and well-arranged exhibit been installed. Unlike the scheme of the Australasian exhibit, in which the various provinces seem to have competed with each other, in the Canadian pavilion it is the resources of the Dominion, as a whole, which is impressed upon the untravelled visitor and the possible emigrant Never before have the benefits of cold storage in all its various forms been so forcibly brought before the importer of butter and cheese, fruit and other agricultural products. The fisheries of Nova Scotia and the Canadian Atlantic Coast are advertised with equal prominence to the great salmon packing industry of British Columbia on the Pacific coast. The exhibit also comprises examples of preserves made from Canadian fruit. The agricultural section exemplifies by its magnificent centrepiece the value of Canada as a grain-producing country in a very wonderful way. In the timber section another important industry in the development of the colony is well illustrated. The section devoted to wood pulp and its products comprises an interesting collection of articles, which are said to be very durable, though the material makes them as light almost as aluminium.



A VIEW OF THE INTERIOR.

The mineral section is most interesting, especially the display of asbestos in all its forms The fruit display in the Grand Trunk pavilion is also worthy of notice, not only from the fact that much of it has been actually in cold storage since last fall, though appearing as if it was only just plucked from the trees, but also on account of the wonderfully natural appearance of the artificial specimens.

The Dominion Government has concurred in the proposal of the United States for the reservation of a strip of land 60ft. wide on each side of the Canadian-Alaskan boundary as neutral territory, and efforts will be made for a similar reservation along the whole length of the 1,900 miles of international boundary. An arrangement of this kind will effectually prevent smuggling by means of the line of houses and dwellings built on the boundary line partly in Canada and partly in the United States.

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CANADIAN INVESTMENTS

No. 21.

**BONDS,
DEBENTURES,
MORTGAGES,
REAL ESTATE.**

In reply to numerous requests from investors in Great Britain, France, and Germany for detailed and authentic Reports on various forms of Investment in the Dominion, such as Municipal and Industrial Bonds, Railway Stocks, Mortgages, Real Estate Investments, Lumber and Mining Properties, etc., "Canada" will publish each month Special Articles dealing with these matters, which we trust will be of use and value to our readers.

CANADIAN FINANCES.

The Views of a Banker.

A HIGH official of one of the great Canadian banks, now visiting London, who, from his wide experience of the Dominion, speaks with knowledge on conditions in Canada, was asked by a representative of *CANADA* his views concerning the article which appeared in the *Morning Post* recently, drawing a comparison between the financial positions of Australia and Canada. This gentleman, who prefers to remain anonymous, said:—

"I have read with interest the replies to these criticisms, published in the last issue of *CANADA*, and I am thoroughly in accord with the views expressed by the financial authorities of the city. Canada has not over-borrowed. I cannot recall to mind any instance where the security offered has not been of the best, and where the interest will not be met, and the principal paid when due. And surely it is a simple thing for investors to inquire into the merits of an issue before investing. The bulk of money raised has been for railway and municipal enterprises, and there can be no question as to the absolute soundness of these concerns. No one who has not been in Canada has any conception of the resources of the country—of the vast latent wealth which must sooner or later come to the surface. To utilise these resources money is required, and Canada will continue to borrow for many years. The money thus secured is legitimately and wisely expended, for the Canadians as a people are conservative—a conservatism inherited from British ancestry.

"But there is one point I should like to raise, that of municipal ownership. There is a tendency in Canada, just as I understand there is in the United Kingdom, on the part of municipalities, to take over what are described as 'public utilities' There is no doubt as to the ability of the municipalities to meet their obligations, but to my mind there is no real reason why public corporations should indulge in commercial enterprises. It is advisable, of course, to have such public utilities as waterworks, sewerage, etc., under municipal control, but purely commercial schemes, such as, say, tramway systems, are much better managed under private companies. I believe the municipal ownership of tramways has met with success in Glasgow, but in London and other leading cities in the Old Country the experiments have certainly not, I understand, been successful. Personally, I should like to see the efforts of Canadian municipalities to engage in commercial undertakings discouraged by the investing public.

"In view of the possibility of Canadian banks calling for an increase of capital," remarked our representative, "and the suggestion made in the Dominion House of Commons that new capital issues by the banks should be placed abroad, do you regard it as likely that London will have the opportunity of subscribing?"

"I do not," was the reply. "If increased capital is called for, the present shareholders will naturally get the first opportunity of subscribing, and the issue would undoubtedly be taken up by them. The Bank Act prohibits an issue at a premium greater than the percentage of the accumulated reserve fund, and the stock therefore would be issued at a premium less than the current market premium; consequently the shareholders are always pleased to avail themselves of the opportunity of subscribing for additional capital."

"There has been some adverse comment in a certain section of the British Press," remarked our representative, "in connection with the very optimistic cables which have been continuously published from Ottawa and elsewhere, which these critics maintain are unwarranted in face of the recent depression in the Dominion. Were these 'prosperity cables' justified by prevailing conditions?"

"I have not read the cables, but there is every justification for optimism. You use the word 'depression.' There was no depression in the generally understood meaning of the word. With depression one associates commercial failures and upheavals. Industrial development received a check, but Canada was merely marking time because the country was short of money, owing to its rapid development and the demand for funds which the expansion of business created. The record crop which is anticipated this year will be a boon to the country, but Canadian financiers may be relied upon to continue the present policy of caution and economy."

Before concluding the interview, this banker pleasantly expressed his appreciation of the work being done by *CANADA* in making the Dominion better known and appreciated.

FINANCING CANADA'S CROPS.

A Banker's Views.

The certainty of having to find ever-increasing amounts of money every autumn for the moving of the crops has engaged the attention of the heads of the great Canadian banks as well as the Finance Department of the Dominion Government.

Mr. Alexander Laird, general manager of the Canadian Bank of Commerce, who returned recently to Toronto from a short visit to Great Britain, in an interview with the Toronto *Financial Post*, said that the knowledge displayed of Canadian affairs by the London bankers was almost surprising in its completeness and astuteness. The general feeling seemed to be that the Dominion was perhaps making too many demands at present on the London money market, but as the foremost bank officer in the United Kingdom expressed himself, "Canada may be asking too much of us just now, but we have no country which has more to show in the way of natural assets and material improvements for the money she has spent." It was interesting to observe how well informed the financiers were upon even minor matters relating to Canadian investments.

Mr. Laird took advantage of these meetings to talk over a matter which he has previously advocated, and which will be of great benefit to the Dominion—viz., banking accommodation in moving the Canadian crop. In his opinion there is no reason why banks in this country should not assist the outgoing of Canada's crop just as they have for many years participated in the movement of the U.S. cotton crop. Mr. Laird does not believe that any assistance will be required this year, but if the North-West grain production continues to increase, as it undoubtedly will, it will not only be fitting, but almost necessary that Old Country funds should be invoked for the exporting of the grain. While the Canadian banks would deal with the shipper, whether he were the farmer or the grain buyer, and can look after all grain intended for immediate forwarding, there is the burden of carrying a large quantity of grain through the winter at the terminal ports from about the middle of November to the middle of April, during the time navigation is closed.

In regard to this grain, the Canadian banks lend on the elevator or terminal receipts. When the amount of grain so carried becomes very large it will be necessary to seek for outside assistance, and the Canadian banks should be able to secure from British banks funds against the elevator receipts by drawing bills of exchange to cover the quantity of grain intended for export and the period during which it would be in store and in transit.

Mr. Laird, on discussing the matter in London, found a willingness on the part of the banks who are correspondents for Canadian banks to meet this situation when it arose. In his opinion it is Imperialism in its most practical and useful form.

Copies of our earlier INVESTMENT NUMBERS may be obtained from the Publisher of *CANADA*, price 1s., post free. Readers requiring information regarding any particular locality should turn to the notice at foot of page 186.

**SPECIAL TERCENTENARY NUMBER of *Canada*.
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For retail selling, our prices average from $12.50 to $15 per acre. Five-year payments, interest 6 per cent. Write for maps and particulars.

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HIGHLY IMPROVED FARM

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1,034 Acres of Arable Land,

in a high state of cultivation. Good dwelling house and all necessary outbuildings in good condition.

This land is situated on the **South banks of the Assiniboine River. Electric cars pass within half-mile of farm,** and this Autumn another electric line will be completed through the property. The stations of the C.N.R., C.P.R., G.T.P. are all situated within half-mile from the land.

PRICE £10 PER ACRE.

£3,000 cash; balance arranged with interest at 6 per cent.

The present owner wishes to retire, and would sell an undivided half-interest in this valuable property to a working partner, not necessarily experienced, but who would be required to reside on the premises and assist in the farming operations with a view of ultimately taking over the entire property. Maps and full particulars on application to

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WHAT CANADA IS DOING TO EXTEND HER EXPORT TRADE.

Mr. F. C. T. O'Hara, the Deputy Minister of Trade and Commerce, has contributed to our Toronto contemporary, *Industrial Canada*, an interesting article with the above title. In it he gives an outline of the work of the Department of Trade and Commerce at Ottawa. He prefaces his remarks by saying that this department is always being criticised, but that few people have any idea of the work that is done by the department.

The department enters into nearly sixty contracts for steamship services, some wholly within Canada, others to British and foreign countries. The fulfilment of the terms of the contracts must be watched, and the claims for subsidy checked and paid. A subsidised ship in some part of the world goes on the rocks, or misses some port of call, the company may be charged with discriminating in rates, or a steamship fails to make the necessary speed, etc. British and foreign governments, in some instances, pay a portion of some of the subsidies. Communication by letter or cable with some of them is, therefore, under way at all times. All these matters entail a large amount of correspondence and an expenditure on behalf of Canada during the year of over $1,000,000.

The department administers the Act respecting the inspection and sale of staple commodities. This includes the inspection of hides and skins, pot and pearl ashes, flour, fish and fish oils, hay, etc., and lastly, and of vast importance, that of grain. The chief inspector of grain, with headquarters at Winnipeg, and 125 other officials and employees of various grades, are engaged in this important work of grain inspection. The revenue from grain fees amounts in a year to over $100,000, and the expenditure for this service amounts to more than that sum annually. During the last crop year over 100,000,000 bushels of grain were inspected, and no one with a knowledge of this service doubts that it will be a very short time before this quantity is trebled and quadrupled. This must be kept in mind at all times—anticipated, and preparations made to handle the great volume of grain which at no distant date will pour through the gateway of the West—Winnipeg.

Meantime the rival interests must be considered—possible clashing must be rendered less likely. The farmer must get his grain to market, the elevators must fill and empty their bins with despatch, the railways must supply cars to both without undue favouritism to either, the grain dealers must be able to buy and sell without restraint, and unless the cogs move smoothly the banks cannot finance the situation, and the fabric becomes lined with discord and harmful to the whole Dominion. Through the Inspection Act and the Manitoba Grain Act the Department of Trade and Commerce must grasp the problems which arise with each succeeding year—amending the Act where possible or refusing to make changes where they appear impracticable.

Then there is the administration of the Chinese Immigration Act, which entails considerable work. During the fiscal year ended March 31, 2,197 Chinese entered Canada. Of these 715 were exempt, and 1,482 had to pay capitation tax of $500 each. The capitation tax gives much labour, for the immigrants naturally try to evade it.

Another duty of the department is the payment of bounties. During the last twelve months the department paid more than $2,000,000 in bounties on iron, steel, lead, crude petroleum, and manilla fibre used in the manufacture of binder twine. Inspectors in all these articles are on the spot from British Columbia to Cape Breton, and constant questions arise as to the manufacture of some of the articles and whether the claims made comply with the Act.

The department lays itself out to assist trade in every possible way, and that its efforts are appreciated is shown by the large demand there is for its publications—weekly, monthly, and annual. The department is ready with trade statistics of all kinds, and is able to give correspondents by return mail the names and addresses of merchants and manufacturers in every country in the world. The Trade Commissioner Service supplies the department with information from all parts of the world. Mr. O'Hara incidentally says that he believes that only Canadians should be appointed to this service, since he well knows his own country and sees what it wants and what it produces. These acting trade commissioners and commercial agents and the service cost $70,000.

CANADIAN INVESTMENTS ABROAD.

The contention has frequently been made that Canadian financiers in the last few years have, in a measure, shown disloyalty to their own country in developing the industries of Mexico and South America.

This has created the impression in the public mind, says the *Montreal Star*, that millions of Canadian money have gone to these countries, producing but a meagre return.

Dr. F. S. Pearson, an engineer, who has devoted the recent years of his life to the development of concerns like Mexican Light and Power, Rio Janeiro, and Sao Paulo, recently expressed his views on this question to our contemporary.

"Instead of tying up millions your investors," he said, "have brought millions to this country.

"Let us take," he continued, "the case of Sao Paulo. This company was organised some eight years ago, Canadians conducting the underwriting, with the bonds carrying 100 per cent. of stock.

"As soon as the plant was completed, Canadians sold millions of these bonds to Europe. In other words, England put actual money back into the pockets of your investors, who, in addition, had the stock, which cost nothing. A good deal of the latter they have since sold at par or better, but I should say 75 per cent. of the capital of this prosperous concern is still held in Canada.

"On the stock, which at its present market value, represents many millions, there is an annual dividend of $819.000. It is safe to say that $600,000 of that amount yearly comes to Canada.

"In taking up the case of Mexican Light and Power, it is only necessary to practically reiterate what I have said of Sao Paulo. Canadians at various times took practically all of the $12,000,000 bonds

"In this case, too, there was bonus stock, which has since proved very valuable, Canadians placing the bonds in England, and by degrees the stock as well, the latter at a handsome profit. In a word, Mexican Power has brought, and will continue to bring, millions to this country

"As for Rios, it is again only necessary to repeat the same story in tracing the success of Canadian investors in getting back more money than they spent. Canadians took about $12,000,000 of Rio bonds, and followed out the same lines in re-selling them to Europe at a substantial profit. I doubt if they have $1,000,000 of these bonds left. In addition, of course, they have got the stock, which seems to be getting more valuable every day, and will soon be paying a dividend.

"I do not wish to be misunderstood, and it is far from my purpose to in any way decry home investments, which are palpably essential for the success of the country. I am merely outlining in a few words the success Canadians have met with in some of their chief foreign ventures, pointing out, at the same time, how in a measure Canadians have begun to follow Britain's long-established policy of investing elsewhere and bringing fresh money to their own country."

A NOVA SCOTIAN ANNIVERSARY.

An elaborate programme has been arranged for the festivities which are to take place at Halifax next week in connection with the unveiling of the tablet in commemoration of the 150th anniversary of the establishment of parliamentary institutions in Nova Scotia.

The tablet, which will be of brass, will be placed in the corridor of the province building near the door of the legislative library. A suitable inscription has been prepared.

Among the visitors will be the Hon. R. Lemieux, representing the Dominion Cabinet, the Lieutenant-Governor of Prince Edward Island, the Premier of New Brunswick, and some of the prominent men who went to Canada to attend the Tercentenary celebrations.

YARMOUTH, THE "GATEWAY TO EVANGELINE'S LAND."

From 1749, when the English expedition under Cornwallis sailed into Chebucto Bay, landed on the peninsula of Halifax, and founded a colony there, the Government of what is now the province of Nova Scotia was nothing more nor less than the arbitrary rule of the Governor, though he selected a number of prominent men in the colony to act as an Executive Council. In 1755 the Honourable Jonathan Belcher, then Chief Justice, reported to Governor Lawrence that the decrees issued by him had no legal sanction, and the law officers of the Crown in England endorsed this opinion, adding that the Governor could not make laws, and that the only way in which laws could be enacted in any British community was by a Legislature in which the people were represented.

It was in response to these intimations that, in 1758, the Governor made provision for the holding of an election, at which twenty-two representatives of the people were chosen to constitute a House of Assembly for the province, and it is this event which Nova Scotians are about to celebrate.

Yarmouth (an illustration of which is given above) is the western terminus of the Dominion Atlantic Company's railway system, and the eastern terminus of its New York-Yarmouth and Boston-Yarmouth steamship lines. There is a railway line to Pubnico, Barrington, Shelburne, Liverpool, and other points along the Atlantic coast of Nova Scotia, so that Yarmouth is a busy and important centre.

> "At Yarmouth, Nova Scotia's western gate,
> Long might the pleasure-loving tourist wait:
> A busy, thriving port, yet all around
> The restful scenes of rural life are found."

The poet sings the truth about Yarmouth. The town is an ideal spot for a holiday. Moreover, there is no place quite like it. The approach to the town from the sea is almost abrupt. Directly in front is Cape Forchu, marking the entrance to the harbour. Away to the right are the scattered outposts of the Tusket Islands. To the left lies the mighty tide-vexed Bay of Fundy, with Cape St. Mary projecting sharply into it. The Lurcher lightship too may be seen in the distance. The whole scene is very different from any other part of the Atlantic coast. Even the air is different, and one can readily understand why Nova Scotia is famed as "the cool" as well as "the beautiful."

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Early Days in Winnipeg: — A CANADIAN — DICK WHITTINGTON.

AN interesting description of Winnipeg in its early days was recently given by Mr. J. H. Ashdown, the Mayor, in the columns of the *Manitoba Free Press*. In those days the village, which had a population of little over 100, was nameless, being clustered round the Hudson Bay post—Fort Garry. Since he reached this little prairie village, a young man of 24, Mr. Ashdown has seen it grow into a great city of over 100,000 inhabitants, and his fortunes have grown with it. The fortieth anniversary of his arrival was on June 30 last, and when interviewed by our contemporary, said:—

THE CITY HALL, WINNIPEG, WHERE MR. ASHDOWN PRESIDES. THE MARKET BUILDINGS ARE IN THE FOREGROUND.

"Yes, it is 40 years to-night since I finlshed a 19-days' walk beside the Scottish settlers' oxcarts which were carrying my baggage and provisions from St. Cloud to Fort Garry.

"We crossed the Assiniboine River by a small ferry, passing the side of the fort and finally landing at George Emmerling's, the only stopping place in the village which was next to the fort and which at that time was nameless. The village had a population of something over one hundred souls all told, and was a very scattered affair.

"The grasshoppers had been very numerous the year previous, had hatched out, were devastating the whole settlement, leaving scarcely a green thing to be seen, and were being carted from the side of Fort Garry and cast into the river. Naturally, there resulted great hardship to the settlers, and an appeal was made to the public of the United States and Canada, and also to the Dominion government, for aid. The latter granted it by way of work on the Dawson Road under Mr. Stone, and on the surveys under J. Stoughton-Dennis. The people of the country misunderstood the object of Mr. Stone's and Mr. Dennis' work, and in consequence an agitation arose which culminated in the Red River Rebellion of '69 and '70. For some sixty-nine days I was a prisoner under Riel, and subsequently started business in my own line as a tinsmith, gradually enlarging out into hardware. We had very wild times when the troops came in, and the feelings which had been engendered by the rebellion took a long time to quiet down, but from the time of the entrance of the troops the population began to increase, settlers came in from the eastern provinces, and in a short time a demand was made for incorporation of the town under the name which had then been adopted—'Winnipeg.'

"In 1874 I was the chairman of the citizens' committee which secured incorporation (after a previous failure had been made) for a town which then had probably less than two thousand inhabitants, and was elected as a member of the council, the only one in opposition to what was at the time known as the Hudson's Bay ticket, the looseness of our election law allowing the importation of a large number of voters under the leadership of an officer of that company, and they practically elected the whole council excepting myself. From my arrival here at that time and throughout the years up to the present I have never lost faith in Winnipeg as being a place destined to have a great future.

"The Saskatchewan rebellion of 1885 seemed to be the last expiring effort to retard the progress of the country and, looking back upon that time, its seems as if the country had gone forward with leaps and bounds, the railroads radiating in every direction from Winnipeg, the settlement extending from all points of the compass and taking in the entire territory from the boundary line in the south to almost the Peace River on the north, and growing year by year, immigrants coming in by tens and hundreds of thousands. The crop of this year, which in all human probability will be garnered in safety, will tax to the utmost the resources of our railroads, our banks, and our mercantile community, and yet we seem to be but at the beginning. The country between here and the Rocky Mountains, containing a population of twelve hundred thousand people, will, within the lives of most of us, probably number ten times as many and yet leave room for progress. Our climate is healthy; our seasons are such as to make the results of husbandry about as certain as anywhere in the world, and verily we have a great heritage."

TRIUMPHAL ARCH IN MAIN STREET, ERECTED AFTER THE SUPPRESSION OF THE RIEL REBELLION IN 1870.

HIGH RATES OF INTEREST.

It is now generally known by everyone that much higher rates of interest are obtained in Canada than in Great Britain, but what is not quite so thoroughly recognised is that owing to the facilities offered business can be transacted as easily and as safely and satisfactorily between England and Western Canada as between, say, London and Liverpool The pages of this Investment Supplement contain the names of many Canadian firms of standing and repute whose business it is to lend money for their clients on mortgage. We print also a few specimens of mortgages on first-class city property in Winnipeg available to readers of *CANADA*. Complete particulars of the following mortgages can be obtained from our offices, 34, Norfolk Street, Strand, London, W.C. The Inquiry Coupon, which is printed on another page, must accompany every letter in the first instance, and the envelopes should be marked "Investment Bureau."

Freehold Land, and Buildings thereon, in Winnipeg, etc.

	Amount of Mortgage offered. £	Rate of Interest per cent.	Term of years	Value of Property. £
1	20,000	5	5	46,000
2	5,000	5½	5	10,600
3	12,000	5½	5	28,600
4	7,000	6	5	18,000
5	5,000	7	5	11,000
6	7,000	7	5	18,400
7	40,000	5	5	122,000
8	7,000	6	6	16,000
9	2,000	7	5	6,000
10	2,800	8	5	5,000

Interest is payable half-yearly.

The value of the property as given in the above list is not that of the borrowers, but of independent professional valuers, and it will be seen that in no case is the mortgage greater than 50 per cent. of the security offered.

Money lent on farm mortgages usually earns a higher rate of interest than on city property, and from 8 per cent. to 10 per cent. is very usually paid. Small sums of money are easily lent on this class of security through any of the leading firms of Real Estate Agents in Western Canada, on a margin of security of not less than 50 per cent. of the value of the property as assessed by an independent valuer. Even on residential freehold properties in Western cities as much as 8 per cent. is paid for first mortgages. In last month's "Investment Supplement" we published a list of loans from a Vancouver agent's list suitable for small investors. The amounts varied from £200 to £350, the rate of interest in each case was 8 per cent., and the term of the loan varied from two to four years. The value of the property was in all cases double the amount of the loan, and the margin of security in many cases was considerably higher.

INVESTMENT BONDS.

On account of the high rates on money obtainable in Canada the leading financial firms in Toronto and Montreal dealing in high-class investments, are able to offer exceptional opportunities to British investors. In a recent list compiled by a well-known Montreal firm it appears that bonds of $500 and $1,000 (approximately £102 and £204 each) can be obtained to yield the following rates of interest:—Municipal bonds, 4¼ to 4¾ per cent.; Public Service—i.e., Gas, Electric, Power, and Traction Companies—from 5 per cent. to 6 per cent.; Mortgages on Industrial Corporations, 4¾ to 7 per cent. Any of our readers desiring special particulars of any of these investments should mark their envelopes "Bonds," and address them to the Financial Editor, *CANADA* newspaper.

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An Important Branch of our Trust Business is acting as confidential agents on all financial matters, and the investing of money for Clients. We make a specialty of investing money on First Mortgage Securities on 50 per cent. valuation in British Columbia.

We can place a large sum on First Mortgages in amounts of from £200 to £1,000 at 8 to 9 per cent., and amounts of from £1,000 to £10,000 at 6 to 8 per cent. per annum, interest in all cases paid quarterly. If desired by the Investor we will guarantee both the principal and interest on all loans placed by us for 1 per cent. per annum. Persons having personal or Trust funds will find this a profitable and safe investment. When requested we will collect and remit quarterly at a nominal charge.

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Reference: Canadian Bank of Commerce or to the London Offices of this paper.

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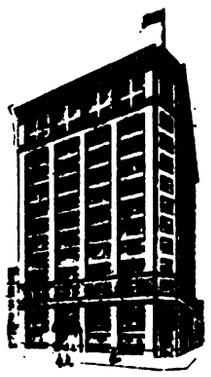

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We are daily investing money for our clients in First Mortgages and other forms of Loans, bearing from 6 to 8 per cent. interest (amply secured) without any expense to the Lender. Property values are rising steadily all the time.

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The leading B.C. papers are filed in the Reading Room of the Agency, where specimens of Minerals, Timber, Fish, Grain and Fruits may also be seen.

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J. H. TURNER, *Agent-Gen.*, **SALISBURY HOUSE, FINSBURY CIRCUS, E.C**

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THE DEVELOPMENT OF ALBERTA.

THE story of the wonderful development of Alberta has just been told by the Rev. John McDougall in the *Morning Albertan*. Dr. McDougall first went into Northern Alberta in 1862. We quote a few extracts from what he says of the Province then and now:—

"There were at that time eight Hudson's Bay posts in Alberta. Edmonton was the most southerly of these, the others being situated beside the lakes and rivers of the country north of the North Saskatchewan river. There were three Roman Catholic missions—St. Albert, nine miles north of Fort Edmonton; Lac St. Ann's, and Lac La Biche. There were two Methodist missions, one at Smoking Lake and the other at Whitefish Lake. There were no settlers or settlements outside of these Hudson's Bay posts and mission stations in Alberta. Buffalo and forest game, fish and wild fowl constituted the food of the people then dwelling or roaming in Alberta.

"One might travel for many days on horseback or by dog train and outside of his own party never see a human being. There were no wagons in Alberta and very few Red River carts, and all of these were without iron. The streams of Alberta were without either ferries or bridges. There was one packet in the twelve months. Only letters were carried in this packet.

"Tea, salt, and tobacco were $1 per lb. Sugar and flour were not for sale. The great majority of the inhabitants had at that time never tasted flour or sugar or syrup; only a very few had begun to drink tea. The transport power in Alberta was either horses, oxen, or dogs. The Hudson's Bay Company used small boats on the North Saskatchewan; these were propelled by man-power.

Alberta in 1873.

"By the end of 1873 the Hudson's Bay Company had nine posts in Alberta. The most southerly of these was the Mountain House, on the North Saskatchewan. The Roman Catholic Church had five missions and the Methodist Church also had five.

"The mission station at Victoria and Edmonton and St. Albert became the nucleus of settlement in Central Alberta, or, as it was known then, the North Country.

"The only white woman in all Alberta, from Edmonton to the boundary line, was Mrs. McDougall, the wife of the writer, and not until the early part of 1874 did the second white woman come south of Edmonton, and she was Mrs. David McDougall, my brother's wife.

"As to modes of travel and means of transport, very little change had come to pass. A few buckboards and wagons and iron-bound carts had taken the place of the saddle and wooden cart.

"There was not a single school in all this big region at that time. No man dreamed of farming to any extent south of the Red Deer River. As a matter of fact, there was not even a little kitchen garden south of Edmonton. Still, in 1873 you could travel from the mountains in Southern Alberta to Edmonton and again make the return journey and not see a human being other than your own little company.

Alberta in 1883.

"By 1883 the mounted police had come in and government had been established.

"The Government telegraph line had been built to Edmonton. Farming in a sparse way had gone on around Edmonton, Fort Saskatchewan, and St. Albert, and around Calgary, Macleod, Pincher Creek, but there had been but a very small percentage of immigration. Stock-raising had been gone into from the Red River south to the 49th parallel, in spots. By this time, too, the railroad had reached Calgary and passed on up into the mountains as far as Laggan. A sack of flour which had cost in freight from Fort Garry to the mountains $10, could now be brought from Winnipeg to Morley for 42 cents a sack in car-load lots. Up to the autumn of 1883 the mails had been monthly to Edmonton in the north and Macleod in the south, now these came in weekly, then bi-weekly, and shortly daily.

"In 1883, stage lines were inaugurated with Edmonton on the north and Macleod on the south. These were weekly trips. In 1883 slowly immigration began to come into Alberta. At this date there were two schools in Southern Alberta, one at Morley and another at Macleod.

Alberta in 1908.

"We now are jumping a quarter of a century, from 1883 to 1908. What are the changes? First as to population. A liberal estimate would give Alberta in 1883 a population of 20,000, while in 1906 there were 185,000 people within the province. Possibly the present population is close to a quarter of a million.

"Alberta has now two railways creeping through her territory, east and west. These are both in the southern portion. In the central part of Alberta there are two more transcontinentals building. This province has now something over 1,300 miles of railway and at present building, and contracts given and surveys taken could speak to many hundreds of miles in the near future. In the meantime many stage lines carrying mails and passengers have been put on the roads of Alberta, and thus the outlying settlements have been brought into the range of communication by weekly and bi-monthly mail service.

Agriculture.

"During the spring of 1883 flour was $18 per sack in Calgary. All through the sixties and seventies the price of flour had been from $15 to $25 per sack. The writer, in common with the rest living in the north-west at that time, went without eating any bread except as a very occasional luxury for many years.

"To-day there are scores of mills, big and small, but generally most modern in equipment, stretched along the lines of railway, and sometimes distant from these. In travelling to-day, north and south in Alberta, from away beyond Edmonton to the boundary line, between Alberta and the United States, one could hardly be out of sight of either mills or elevators, while keeping the centre of settlement.

"Alberta has just now begun its agricultural development. As yet but a small fraction of its possible area has been stirred by the plough from the long sleep of the centuries. Enough is known to prove the wonderful richness of the soil of Alberta.

"The cultivation of vegetables is possible everywhere in all this province, where there is any soil. Potatoes, turnips, cabbage, cauliflowers, roots of all kinds have been most successful, and in Southern Alberta, on the high lands of Alberta, the soil and climate have proved adapted to the culture of sugar beets. These have been found to be possessed of a high percentage of saccharine quality, and in consequence a large modern sugar factory has been erected and fully equipped with all up-to-date appliances, and millions of pounds of beet sugar are being furnished to the market.

Stock Raising.

"Closely connected with agriculture are the stockraising and dairying industries. In 1864 the writer brought the first dairy stock into Alberta north-east of Fort Edmonton. These consisted of four cows and one bull, and he had driven them from the Red River valley. In 1873, there may have been in Alberta 2,000 head of cattle and perhaps 25,000 horses. In 1906 there were in Alberta 226,534 horses, 950,000 cattle, 154,226 sheep and 114,623 swine.

Education.

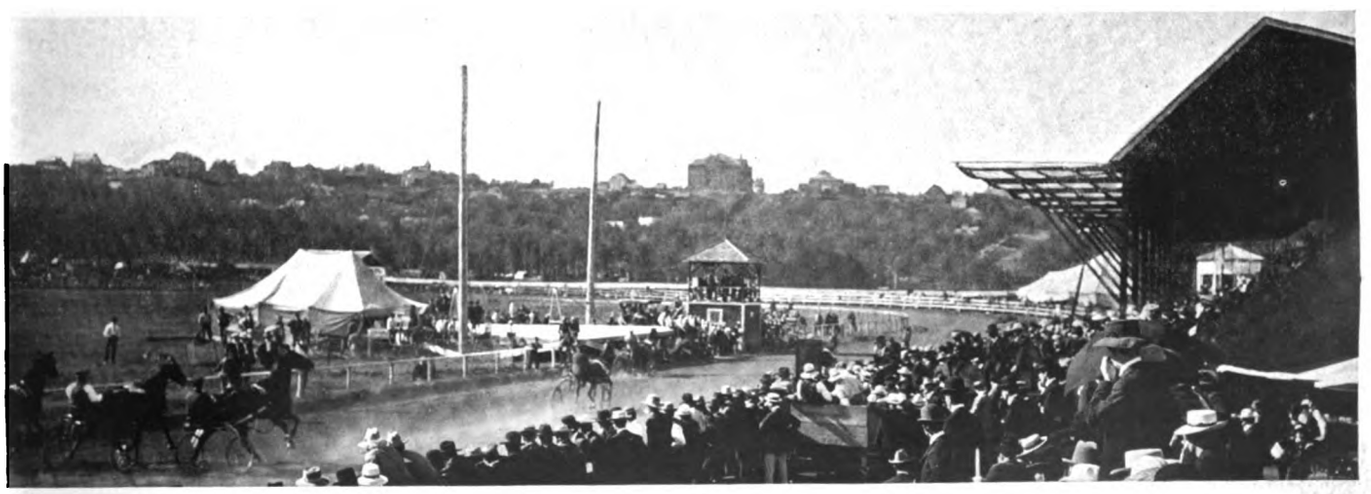
"In the matter of education the development in contrast is most striking. In 1862 there was but one school in Alberta. In 1883 there were but twenty-eight schools between Edmonton and the 49th parallel. In 1908 Alberta has over one thousand schools and two colleges, and is now organising a university.

Government.

"The changes in government in Alberta have been rapid and full of contrast. Until 1874 every man was a law unto himself.

"After 1874, there was the law of Canada as administered by the mounted police. Then this was followed soon by the organisation of the territorial government, which had jurisdiction from the western boundary of Manitoba even to the summit of the Rocky Mountains.

"In 1905 Alberta was created into a province, and on September 1 of that year she started out on her automatic life. While we write, her first legislature is holding its third session."



TROTTING RACES AT EDMONTON, THE CAPITAL OF ALBERTA.

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THE CITY OF BEAUTIFUL HOMES.

HUMBER BAY.

THE PORT.

THE city of Toronto, the capital of Ontario, called the "City of Beautiful Homes," or the "Queen City," is beautifully situated on the northern shore of Lake Ontario, surrounded by charming natural scenery and possessing unsurpassed transportation facilities. It has prospects of further expansion, the outcome of which it would be unwise to predict. It lies on land gradually ascending from the lake shore to an altitude of 220 feet, and covers an area of about 17 square miles. The harbour in front of the city (a square mile in area) is formed by an island lying to the south of it.

The name of the city is of Indian origin, meaning "a place of meeting," the site in early times being a rendezvous for Indian tribes for council or warlike expedition. It first appears as a centre of trade in 1749, when the French built a fort and started a small trading settlement under the name of Fort Rouille. Its occupancy, however, was not long undisturbed, as British traders soon appeared from the south, and in the war between France and England the fort was burned in order prevent English occupation in 1759. Self-government was granted in 1817, and in 1834 the population having increased to 9,000, it was incorporated as a city.

Since then its progress has been rapid and substantial, the population doubling every twenty years, until it is now the second city of the Dominion, and rapidly approaching first place.

When the provinces were federated in 1867 Toronto became the capital of Ontario, and it has shown itself worthy of the dignity.

With the general development and prosperity of the country, Toronto has kept well in pace. Her population, as shown by the police census taken in 1905, was 262,749; now it is very little short of 300,000. Her total assessment for 1905, exclusive of exemptions, was $149,000,000; for 1906, it was $167,000,000—a gain f $18,000,000. The value of the buildings erected in Toronto during 1906 was $13,160,398, as against $10,347,910 in 1905 and $5,896,120 in 1904. Post Office revenue has risen from $700,000 in 1902 to $1,050,000 in 1905, an increase of 50 per cent. in four years. Collections at the Customs House give evidence of a growth in purchasing power that is commensurate with the expansion along other lines. In 1904, they were $8,185,258; in 1905, $9,524,610, an increase of $1,339,352, or over 16 per cent. The steady expansion of trade is still further evidenced in the clearing house returns. In 1900, these amounted to $512,696,401; by 1904 the figures had jumped to $842,097,066; in 1905 they reached $1,047,490,701, an increase over six years ago of 100 per cent., and over two years ago of nearly 25 per cent.

These figures are sufficient to indicate the city's importance and rapid growth. The factors which have contributed to her expansion are many and varied, such as her educational institutions, which attract fully 10,000 students every year, her publishing houses, which print and circulate upwards of 180 periodicals, her wholesale houses, which, through the facilities provided by the railway and steamship companies, distribute goods of all kinds to every part of the Dominion and elsewhere, and her manufactories. Almost all classes of goods are manufactured. A conservative estimate of the industrial establishments of all kinds operating within the city places the number at 1,200. These hives of industry constitute a big city in themselves, with their 60,000 employees, their $70,000,000 of invested capital, and their $90,000,000 annual output. Departmental stores give employment to over 6,000 hands.

The year 1906 witnessed an important event in the industrial history of the city, namely, the transmission of hydro-electric power, generated at the Falls of Niagara, for manufacturing, transportation, and lighting purposes. The advent of cheap power and improved transcontinental transportation will insure Toronto's continued development in proportion to that of the country at large.

The leading industries include extensive foundries turning out engines, boilers, mining and other machinery, and structural material; radiators, steam fittings; rolling mills; railway shops; pork packing plants; breweries; distilleries; factories for the manufacture of carriages, automobiles, agricultural implements, pianos, tinware, jewellery, silverware, rubber goods, carpets, confectionery, and many other articles; also glass, brick, tile and sewer-pipe plants. There are two well-equipped shipbuilding plants from which a number of fine lake steamers and Government dredges have been turned out. Many industries located at outside points have branch offices in Toronto. This also holds true in respect to foreign manufacturers desiring to exploit the Ontario and North-Western markets.

As a location for manufacturing and commercial establishments the city possesses many advantages. It has water communication east and west to many important centres, to tide water and to more than one-half the way across the continent, and has railways to provide exceptional trade handling facilities. In addition to the foregoing advantages, the city will, without doubt, in a short time be in a position to offer to manufacturers an abundant supply of cheap power from Niagara Falls.

Toronto is the seat of the Provincial Government. Handsome buildings in Queen's Park provide accommodation for the various Departments and for the Provincial Legislature, which meets annually. As a residential city, Toronto is well favoured. The city rises gradually from the water's edge to an elevation of over 100 feet above the level of the lake. The streets resemble in arrangement those of the modern cities of the United States, and there is an

TYPICAL VILLAS IN THE RESIDENTIAL QUARTER OF TORONTO.

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THE CITY OF BEAUTIFUL HOMES.

up-to-date appearance about the whole city. The streets are broad and well paved, and most of them have boulevards of well-kept lawns and shady trees. The two main arteries of the city are Yonge Street and King Street, which cross each other at right angles. If a visitor starts from the foot of Yonge Street, northward from the bay, three fine buildings, typical of the city's wealth and enterprise, are seen—the Custom House, the Bank of Montreal, and the Board of Trade office. From this point radiate the wholesale business streets, whose massive structures are seen on every hand. At the intersection with King Street, the commercial centre of the city is reached. Above King Street is an almost unbroken line of retail shops, and this forms a very crowded business centre. Yonge Street divides the city into two grand divisions, and is the great thoroughfare of the north, extending thirty miles to Holland Landing. The residence of the Lieutenant-Governor of Ontario, designed in the modern French style of architecture, is King Street West. To the east, in Front Street, is the magnificent Union Station, which is used by the two great railway systems of Canada.

Another of Toronto's notable buildings is the Temple, at the north-west corner of Richmond and Bay Streets, erected by the Independent Order of Foresters. Near by is the City Hall and Court House, one of the finest municipal buildings in Canada. The Exhibition buildings are situated on the Garrison Reserve, at the west end of the city, overlooking Lake Ontario. St. James's Cathedral, which is in King Street East, is said to have the highest spire of any in the American Continent. The cathedral is a fine specimen of modern Gothic.

Not far from Queen's Park is Toronto University, which is built in Norman style. Osgoode Hall, where the highest courts of the Province are held, is another architectural feature of this corner of the city. Also, there must be mentioned the University of Trinity College, Victoria University, and the McMaster University.

The city is well provided in the matter of hospitals and public institutions, hotels, theatres, concert halls, libraries, and parks. The Toronto Electric Street Railway Company operates 92 miles of track, and in 1906, carried nearly 77,000,000 passengers. There are several radial electric lines to nearby towns.

Within the city limits there are 265 miles of streets and 84 miles of lanes, of which 189 miles are paved and 75 unpaved. The city is drained by what is known as the combined system of sewers, and there are 240 miles of sewers. The area within the city limits, not including the portions of the city land covered by water, is 17 square miles.

Toronto possesses many fine parks, these including High Park 375 acres; Queen's Park, 35 acres; Riverdale Park, to which a fine Zoo is attached, 162 acres; Exhibition Park, 204 acres; Bellwoods Park, 15 acres; Stanley Park, 14 acres; Ketchum Park, 4 acres; Victoria Memorial Park, 2½ acres; Allan Gardens, 10½ acres; Clarence Square, 2¼ acres; St. Andrew's Square, 2¼ acres; Bellevue Square, 1¼ acres; St. Patrick's Square, ¼ acre; St. Albans Square, 1 acre; Carlton Park, 1 acre; Walmer Road Square, ⅛ acre; Leslie Grove, 2 acres; Dovercourt Park, 7½ acres; Island Park, 389 acres; Simcoe Park, 150 acres; Woodbine Park, 50 acres; Alexander Park, 7 acres; Cottingham Square, 4½ acres; Ramsden Park, 17 acres; Moss Park, 1 acre; comprising in all 1,458½ acres.

At Woodbine Park is held the annual meeting of the Ontario Jockey Club, where the race for the King's Plate is run. This event is the Derby of Canada, and is one of the oldest racing fixtures in America, having been run continuously since 1860. It is the great racing event in Canada, and is not surpassed by any in the United States.

From its accessibility and the advantages it affords in the matter of cleanliness and coolness, Toronto has long had much vogue with tourists during the summer months.

ALLAN GARDENS, TORONTO.

SHERBOURNE STREET, TORONTO.

LAND VALUES IN TORONTO.

As showing the value of land in Toronto, it is interesting to note that recent sales of city tax lands produced the following prices, which are fairly indicative of the minimum values in the respective localities at the present time:—A lot, 10ft. by 100ft., on the east side of Pape Avenue, north of the Grand Trunk Railway tracks, for $16 a foot. The assessment is $11 per foot and the arrears of taxes $10.25 per foot.

Lot 25, plan 452, south-west corner of Pearson Avenue and Macdonell Avenue, sold for $37 per foot The assessment is $20 per foot and the taxes $39.26 per foot. The lot is 34ft. by 136ft.

Lot 26ft. by 110ft., on the south side of Gerrard Street, corner of Marjorie Avenue, for $18 per foot. The lot is assessed at $10 per foot and the taxes amount to £7.24 per foot.

Recently a piece of property on Yonge Street, with a frontage of only 22 feet 6 inches, sold for $5,450 per front foot. The property is No. 168, the John Wanless jewellery store, and the entire consideration paid is $140,000. Allowing $20,000 for the building, the bare land par value exceeds five thousand dollars a foot.

Valuable land, with a frontage of about 643 feet on Albany Avenue and Howland Avenue, has been sold for $42,000. The price paid for it is believed to be $65 a foot. The land was assessed at $35 a foot.

In the sale of the cheaper class of house a good business is now being done, showing that the public, which for many months has been hanging back, is now tired of waiting any longer for prices to drop.

A good indication of the increasing values of real estate in the northern portion of the city is the sale of 50 feet of land on the north side of Bloor Street, between Howland and Albany Avenues, the price paid being $100 per foot cash.

The National Trust Company have sold the residence, No. 56, College Street, for $11,000. The lot has a frontage of 23 feet, with a depth of 105 feet.

HOW TORONTO IS LIGHTED.

The number of arc lights in use on the streets of Toronto is 1,395, and the number of gas lamps in use is 1,035.

Arc lights cost 19 cents per light per night.

Gas lights cost $20 each per annum, and are operated by the city.

All street lights are lighted every night of the year, 30 minutes after sunset, and extinguished 30 minutes before sunrise.

Mr. Frank Sanderson, joint general manager of the Canada Life Assurance Company, upon his return to Toronto from a visit of several weeks over the western territory and British Columbia, spoke very favourably of the prospects in the west. Mr. Sanderson was accompanied by Mr. J. K. McMaster, chief inspector of agencies. He was much impressed with the advanced stage of the crops and the modern appliances used in the fields. In southern Alberta steam ploughs took the place of horses. It was his opinion that Vancouver would become one of the great cities of Canada, with its seaport and its outlet for the produce of the lumber camps, the mines, the fisheries and the fruit lands. Mr. Sanderson said the Canada Life had $6,000,000 invested in the west, but he returned more than ever impressed with the belief that the confidence of Senator Cox, expressed both literally and materially last year, was amply justified.

It is reported from Prince Rupert that a great extent of fine farming land exists near Massett or Graham Island. This land is first-class in all respects. Large tracts of this farming land is now being acquired by American companies. One Seattle syndicate has just staked some sixty claims of 640 acres each. The American capitalists are taking time by the forelock in taking up this land while the Canadians represent only a small portion of the landowners of Graham Island. The climate there is ideal, only a small rain-fall and very mild.

It is reported from Victoria (British Columbia) that the Provincial Government has agreed to the Grand Trunk Railway postponing the sale of the terminus lots till next spring.

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132 acres situate on the Koksilah River, 1 mile from Cowichan Station, 30 miles from Victoria, 1½ miles from church and school, and 3 miles from the town of Duncans, where there is a good creamery. About half the land is along the river side, having two feet of black loam; the balance is upland suitable for fruit, all free from rock, about 35 acres cultivated, 25 pasture with some stumps. New Bungalow, 7 rooms, concrete cellar, wide verandah overlooking river, hot and cold water and acetylene gas in house, water to all stables, new barns and sheds, concrete root house and separator building. Ten cows, two horses, wagons, implements of all kinds.

Price, including stock, &c., $12,500.

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STRATHCONA *wants*—

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Price of Property, including both surface and mining rights, **$35** per acre.

Terms—Half Cash; balance by arrangement.

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At a conservative estimate will realise 30 per cent. profit in two years.

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MINING IN 1907.

The output of the mining industry of Canada in the year 1907 was valued at $86,183,477, which represented an increase of $7,126,169 over the preceding year, and in all respects the best showing in the history of the Dominion. The mineral production of 1887 was $10,321,331, and of 1897 $28,485,023, so that the industry has grown threefold in the past ten years, and almost eightfold in the past twenty years.

The first half of the year 1907 was a period marked by great activity in all branches of Canadian industry, and mining simply shared with all other departments of commerce in the beneficial results of the general prosperity. But whereas in the early part of the season prices of metals, in common with all other prices, rose to abnormal figures, in one short month the conditions were completely reversed. Fortunately, however, for Canada the financial stringency was not fraught with such serious results with us as accompanied it in the United States, and although prices have fallen production is still maintained, and in some branches of industry is flourishing as it never was before. As might be expected, however, increases in production are not uniform throughout all the branches of the mining industry. There are some decreases to report, such as in gold and lead, and in a number of products of lesser relative importance, such as corundum, feldspar, graphite, etc., but these are more than counterbalanced by the large increases in pig iron, silver, asbestos, coal, natural gas, petroleum, and Portland cement. The gold production of Canada, in 1907, of $8,264,765, a decrease of 28 per cent. compared with the preceding year, showed a falling-off in every district, with the possible exception of Nova Scotia. Four years ago gold was relatively the most valuable mineral product in Canada, but in 1907 it occupied only fifth place. A continual shrinkage has taken place in the output of the Yukon from $22,275,000 in 1900 to about $3,150,000 in 1907. Less than half as much gold was taken from the Yukon in 1907 as in 1906. But the reason for this is simple enough. The richest parts of the creeks in the Klondike district have been worked over by the most primitive methods, and the time has arrived for the introduction of more modern and systematic means of working and management. A great portion of the Dawson district is now in the intermediate stage, where it does not pay to work claims by the former methods, and where the owners, in many cases, are undecided as to which method to adopt. The Yukon Gold Company (the Guggenheims) now own practically all the more important gravels on Bonanza, Eldorado, and Hunker creeks and their tributaries, and are spending several millions of dollars on modern installations. While these improvements are being made very little gold is being actually won. Moreover, last season was unusually dry, so that water was not obtainable in many instances for more than a portion of the summer. But although the day of the individual placer miner in the Klondike is practically at an end—at least, on the older creeks— the country is by no means nearly worked out, and we are assured that a continued large gold production may be expected for many years to come.

There was a slight increase in the copper output in 1907 of $11,478,644, a decrease in British Columbia being more than offset by a considerable increase in the copper contents of the Sudbury nickel-copper ores. In pig-iron production a substantial increase was made. New furnaces were in operation at Hamilton and Port Arthur. The production of lead was decreased by about 13 per cent.; nickel showed but little change. The output of silver was over 50 per cent. greater than it was in 1906, owing entirely to the increased shipments from the Cobalt region.

Amongst the non-metallic products the asbestos industry shows substantial progress—an increase of 10 per cent. in quantity, with higher prices. Coal mining also made steady progress, with higher prices realised. Natural gas and petroleum production also showed large increases, whilst Portland cement, with incomplete returns, showed an increase of nearly 12 per cent. The total daily capacity of the seventeen cement companies was about 14,300 barrels. At least six other plants were in course of production, with a total proposed daily capacity of from 10,000 to 12,000 barrels.

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A RECORD OF CANADIAN PRICES.

The following is the range of prices of some of the most active stocks listed on the Toronto Stock Exchange, corrected to July 31:—

NAME.	1906.		1907.		1908.	
	High.	Low.	High.	Low.	High.	Low.
BANKS.						
Commerce	190½	169	180	152	164	155
Dominion	283	262	267	216	231	216
Imperial	254½	225	230	195	222	209
Merchants	176	160½	170	150	158	153½
Montreal	261	252¼	257	224¾	243	227
Toronto	251	222	235½	200	212	205
Traders	155	138½	140	123	131	122
RAILWAYS.						
C.P.R.	201	156	195½	138	174	140
Minn. St. P. & Soo	164	134	140¼	60	117	81
,, ,, ,, pref.	183¾	163½	168	110	144	123½
Rio	47	38½	48	26½	50½	29½
Sao Paulo	146	125	138½	94	140½	110½
Toronto	126	104	115½	83	104½	94
Twin City	122½	102½	108¾	68½	92½	79
Winnipeg Electric	190	160	185	119½	160	124
MISCELLANEOUS.						
Bell Telephone	158¾	144⅞	145	115	138	123
Consumers' Gas	209	200	206	184	197	182
Dominion Coal	84¾	58	70¼	37	59	37⅞
Dominion Steel	34½	20½	25½	12⅞	18¾	14
,, ,, pref.	83½	63	66½	36	68¼	42¾
General Electric	155	130	136¼	77¾	103	84
Lake of the Woods	100	89	90	61	89½	71
,, ,, ,, pref.	115	108	112	99¾	115	103
Mexican	70	47	57½	35	68	46
N.S. Steel	74½	59½	82	46	62	49¾
Toronto Electric	171	152	160	110	118	110

FLUCTUATIONS IN COBALT SHARES.

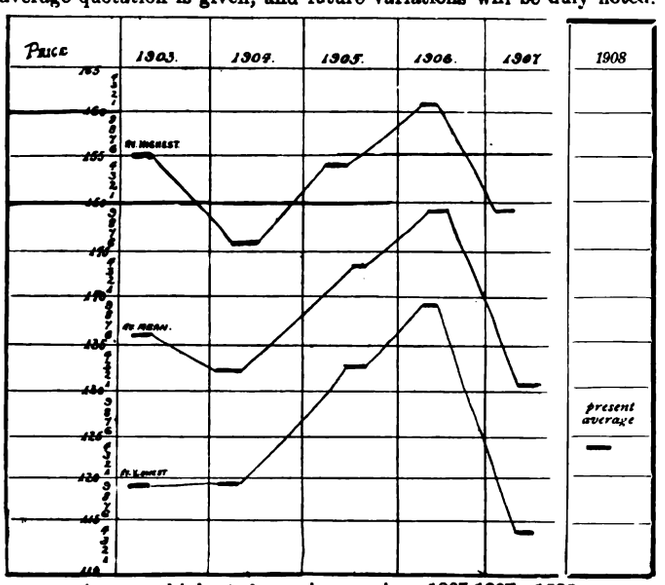
The following is a comparison of the prices of the principal Cobalt shares on the latest date available, compared with the quotations to hand on June 5 and July 4 last:—

COMPANY.	Par Value.	On June 5.	On July 4.	On Aug. 1.
Foster-Cobalt	$1.00	.61	.45½	.37½
Trethewey	$1.00	.79	.80	.93¾
Buffalo	$1.00	1.55	1.80	1.95
McKinley-Darragh Savage	$1.00	.76½	.74	.73
Cobalt Silver Queen	$1.00	1.05¼	1.06	1.03½
Coniagas	$5.00	4.87½	5.37½	5.30
Kerr Lake	$5.00	3.27½	2.50	2.80
University	$10.00	3.50	4.00	3.25
Nipissing	$5.00	7.12½	6.99½	7.20
Nova Scotia	$1.00	.27½	.29	.28
Temiskaming (new)	$1.00	.40½	.42½	.51½

CANADIAN SECURITIES INDEX STATISTICS.

(Compiled from Montreal and Toronto fluctuations.)

The following chart, compiled from reliable data, gives the extreme variations and means in a group of representative Canadian securities of the average nominal value of 100 per cent., including steam and electric railway, banks, public utility, iron and steel, electrical, mortgage, navigation, and general industrial investments, and will be useful to investors in this country desirous of keeping in touch with fluctuations on the Canadian exchanges. The present average quotation is given, and future variations will be duly noted.



Average highest for quinquennium 1903-1907 152⅞
,, lowest ,, ,, 124¼
,, mean ,, ,, 138½

The present average price is 124⅛, which is about 2 points higher on the month, and brings the index figure up to the average lowest for the quinquennial period. It will be observed that the index figure is still 14⅜ under the average mean for the quinquennium.

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REAL ESTATE NOTES.

NEW TOWNS ON THE GRAND TRUNK PACIFIC.

Melville, in Saskatchewan, will be an important terminal in the five hundred miles of the new G.T.P. line, which will shortly be opened for traffic in this section.

The town site of Melville is the largest by forty per cent. of all the G.T.P. town sites now on the market. The town lots are selling fast. A feature is the impossibility of private speculators getting hold of adjoining land to retail as building lots, because the Grand Trunk Pacific Railway Company own about three square miles of land surrounding Melville, to provide for future terminal needs. Where last fall only the grading could be seen, now stands the making of a city—over eighty buildings are up, and new structures are being started at an average of one a day. The station is the largest on the line west of Winnipeg. The capacity of the round-house is eighteen engines, twelve of which are at present in use. Terminal yards comprising twenty miles of track are being rushed, fifteen miles to be laid for present requirements. Work is being done on a site for a grain elevator, and a big hotel is also included in the plans of the company for Melville.

The charter of the Grand Trunk Pacific Branch Lines Company, incorporated by Act of Parliament in 1906, includes branch number 10, from Melville to the shores of Hudson Bay in the vicinity of Fort Churchill, and branch numbered 11, from Melville to the American boundary, via Regina. Should the Government build or finance a railway to the Hudson Bay, the G.T.P. Branch Lines Company will build from Melville to The Pas, to connect with such railway. As will be seen by a glance at a map of North America, the importance of Melville as a traffic centre is far-reaching. The distance from Melville to Liverpool via Fort Churchill is 1,000 miles shorter than via Montreal and any point from Winnipeg, St. Paul, Minneapolis and Kansas City.

Another new town on the line which has sprung into existence within the last few weeks is Waldron, where there are already several stores, and the G.T.P. intends to build a 30,000-bushel grain elevator to handle some of this season's grain. It is in a flourishing farming district.

Montreal.—"Notwithstanding the smaller amount of business done in the real estate market in June, the outlook for a good fall business is encouraging. The prospect of a good crop this season, especially in Western Canada, is another hopeful feature of the situation, pointing to a general improvement in the trade of the country," says the "Cradock-Simpson Real Estate Record." After discussing real estate conditions, the "Record" continues:—

It has been made clear recently at the City Hall that the majority of the aldermen will not willingly dispense with the patronage that for one reason or another they love so much. The taxpayers, on the other hand, want efficiency and economy in the expenditure of the city's money, and when it is made clear what this means to them they will not much longer put up with the municipal misgovernment that is inseparably connected with patronage. The nearer we come to treating the business of the city as one proposition and doing away with ward lines the better it will be for the taxpayer.

If the city could carry on its business as a private individual would, what immense savings there would be in the purchasing department alone, and if the city collected its money before it spent it, what a saving there would be in the interest account.

Money is somewhat easier for the best class of loans, but lenders of money are apparently more careful than ever as to whom they lend, and as to the margin of security. Five and a half per cent. is still the ordinary rate of interest.

One hundred and ninety-one building permits were issued in June, and the stated aggregate cost of the work is $559,972.

Toronto. — An eleven-story building will shortly be erected on the north side of Front Street, opposite the new Union Station site, Toronto, to be devoted almost exclusively to the use of commercial travellers, and be known as the commercial building. The rooms will be for the display of samples. The front will be of brick and stone. The cost will be about $210,000, $30,000 having been paid for the land. There is a frontage of 45 feet.

The following analysis indicating the excellent position of Toronto to-day may be of value to investors—

Assessment for taxation		$206,988,990
General Debenture Debt		21,085,148
Less water works debentures	$5,835,435	
Less sinking fund	3,322,132	
		9,157,567
Net debenture debt		$11,927,581

Local improvement net debt, $862,784.
Municipality's assets, $18,000,000.
Population, 300,000.
Net debt per head, $39.76.
Net assessment per head, $689.96.
Net debt to assessment, 5.76 per cent.

Fort William.—The year is proving a record one in the building growth of Fort William, the value of the buildings erected already amounting to $1,076,345.00 up to July, an increase of over a quarter of a million dollars over last year.

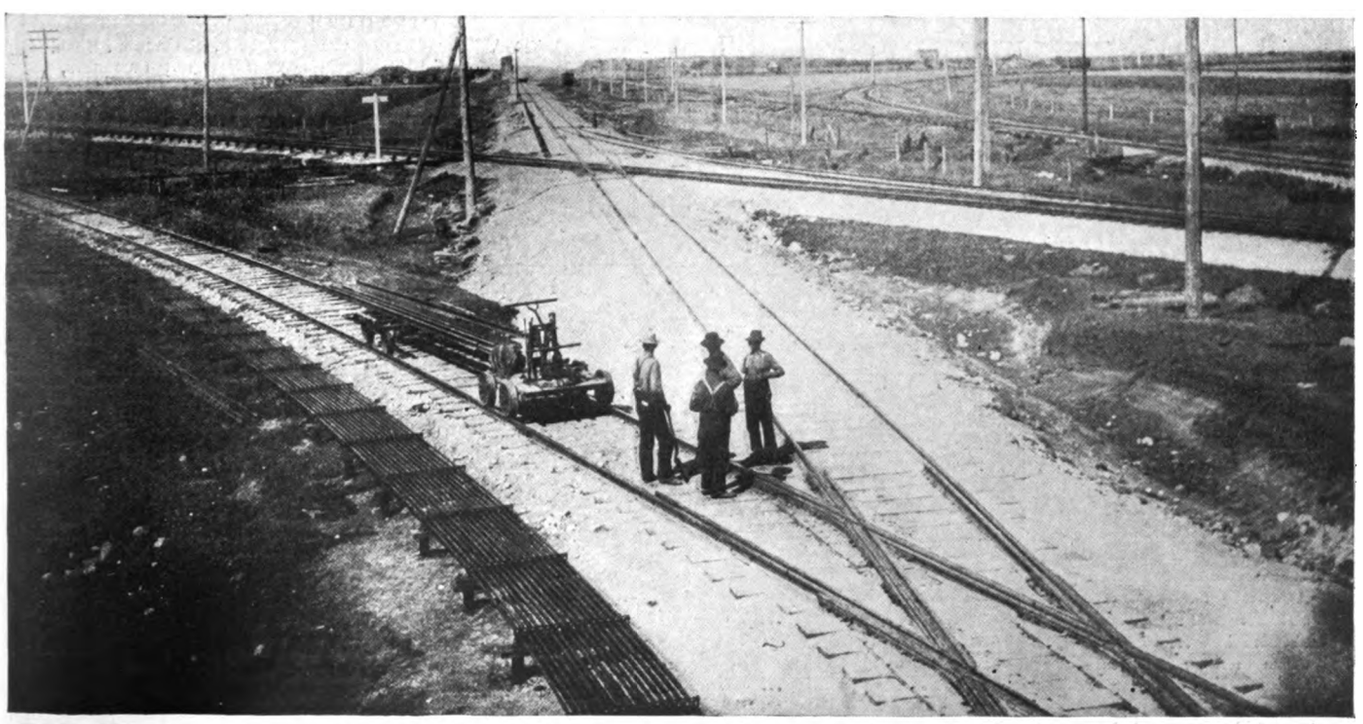
For February, March, and April, of this year, slight decreases are shown, but in May, June, and July, the figures have doubled.

Winnipeg.—The Northwest Land and Business Brokers are building twelve dwelling houses on Home Street. These dwellings are being sold at about $3,500 each, eight of them having been disposed of before the foundations were completed. Houses of this class are said to be in great demand.

The Neil Land Company is building ten cottages in Fort Rouge. The price of these cottages including the lot is $2,400, and they are selling as quickly as they are erected.

The large lot of land facing on Portage Avenue between Colony and Vaughan Street, was sold by auction mortgage sale recently for $103,000, the amount of the mortgage. The block was originally sold last year by Wm. Blackwood to a syndicate for $140,000 and a payment of $37,000 was made. A mortgage for the balance was then placed on the property. The property was bought in for the amount of the mortgage by some of the members of the original syndicate as other members dropped out and wished to sell their share. This is one of the most desirable pieces of property in the city for commercial purposes and has changed hands a number of times. There was very little competition at the sale. Several other parcels of property were to be sold, but none were put up for various reasons on the part of the solicitors.

Portage la Prairie.—Revised assessment figures show reductions amounting to $31,568, making the actual value £4,578,888.



A UNIQUE MEETING POINT.

Four Transcontinental Railways, the Grand Trunk Pacific, Canadian Pacific, Canadian Northern and Great Northern meet at Portage La Prairie. The Pipes shown on left contain the Signal Wires, all Controlled from one Signal-tower.

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REGINA, SASKATCHEWAN.

REGINA

The Capital of Saskatchewan.

"The Richest Portion of the North-West."
(Sir John Macdonald's Description of the Regina District.)

The Wholesale and Distributing Centre of the Great West.

When you locate a Factory or Warehouse in Regina you secure a track site from the City at nominal cost.

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H. C. LAWSON,
Commissioner and Secretary Regina Board of Trade.
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SASKATOON, Sask.,
Splendid Climate; Cheap Magnificent Land; A Sure Harvest; No Crop Failure; a Beautiful Country, and a happy, very prosperous English-speaking agricultural community. These, with abundant railway transportation facilities, we offer to good Old Country Farmers.

For your Children's sake, come here and so assure their future and your own. No honest, energetic man ever failed yet.
Exceptional openings for all branches of agriculture. For the past four years we have ripened Tomatoes out of doors.
For all information, write—
F. MACLURE SCLANDERS, Commissioner, Board of Trade, Saskatoon, Sask., Western Canada.

THE Haslam Land & Investment Co., Ltd.

We have for Sale 100,000 acres of the choicest wheat land in the Province of Saskatchewan.

We were the first company to bring a party of American settlers into the Province of Saskatchewan, and have sold 400,000 acres since.

We have made hundreds of thousands of dollars for our clients and purchasers.

Send for our illustrated booklet, "The Home Builders," and testimonials from our customers.

The Haslam Land & Investment Company, Ltd.,
REGINA, SASKATCHEWAN.

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The Hub of the Saskatchewan Wheat Belt.

We have 7,000 acres of first-class farming land, all within five miles of the Canadian Northern Railway, now under construction. Also well located acreage property adjoining the Canadian Pacific Railway, and close to the city, suitable for manufacturing sites and trackage.

Liberal Inducements Offered to New Enterprises.
Loans negotiated for non-residents, and properties carefully looked after. Correspondence solicited.

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Principal Guaranteed. Absolute Security for handling funds. Write for plan.

References:—
"CANADA," London, Eng.
THE CANADIAN BANK OF COMMERCE, Saskatoon, Sask., Can.
STRATON, SUTHERLAND & JORDAN, Barristers, Saskatoon, Sask., Can.

THE COULTHARD-ALEXANDER CO., Ltd.,
Paid-up Capital $50,000.
REAL ESTATE. LOANS. INSURANCE.
SASKATOON, SASK., CANADA.

SPECIAL ILLUSTRATED ARTICLES

Descriptive of particular Towns & Districts in the Dominion, Have frequently appeared in CANADA. Beneath we give a list of the names of Towns dealt with recently, together with the number of the issue of CANADA in which each article appeared.

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IN SASKATCHEWAN, ALBERTA, AND BRITISH COLUMBIA.

HOMESTEADERS LOCATED.

20,000 Acres of Script adjoining our lands For Sale at $7 per Acre
Lands For Sale in Large and Small Tracts.

We have 200,000 acres of choice lands close to the Grand Trunk Pacific and Canadian Pacific Railways to choose from. Prices $9 to $12 per acre Homesteads located adjoining, if required.

AGENTS FOR LANDS OF THE UNION TRUST COMPANY, TORONTO.
GRAND TRUNK TOWNSITE AGENTS.

Write for information:

THE DOMINION CO-OPERATIVE REALTY CO.
Head Office: NORTH BATTLEFORD, SASK.
C. L. COLEMAN, Pres.

BANKERS—British North America. SOLICITOR—Alder Brehaut.

LOCATORS.
W. W. HOFFMAN, Bordon, Sask. L. T. DOSSE, Denholm, Sask.
DAVID CLAPP, Radisson, Sask. W. R. MENZIE, North Battleford.

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REAL ESTATE NOTES. (continued)

The exemptions amount to $888,682, and the net assessment is, therefore, $3,690,206. In 1907 the net amount was $2,895,171, and the exemptions that year amounted to $690,763.

The population of the city is now officially placed at 6,069. The increases this year over the 1907 figures are as follows:—Population 1,460, gross assessment $992,954, exemptions $197,919, net assessment $795,035. These figures, which are officially authenticated, are gratifying, as indicating the satisfactory rate of progress which the town is making.

Nepigon, Manitoba.—Several new buildings are going up, and the place is taking on the air of a bustling town. Four stores and four or five boarding houses are in course of construction. The Bank of Ottawa is erecting a branch, and several other deals which may involve building are in contemplation. A narrow gauge railway is being built over a distance of seventeen miles along the supply route to the new Transcontinental railway. Nepigon will be the base of supplies for a large section of railway construction, and that is the reason it is booming now.

Regina.—The contract has been awarded by the Regina high school board for the construction of a new collegiate institute, the cost of which is to be $105,982. Work is to be commenced immediately, the building to be completed by July 1 of next year. The institute when finished will be one of the best equipped educational buildings in the West.

Saskatoon. — The Board of Trade believes that the city is going to be a great wholesale centre. Taking Montreal as a distributing basis, Saskatoon absolutely controls all that magnificent territory immediately west of Humbolt, right to Innisfree, a town about 75 miles east of Edmonton, on the Prince Albert line. Saskatoon's territory is north to Rosthern and south to Girvin. At a conservative estimate, the total distributing territory solely controlled by Saskatoon, on goods from eastern points, will be between 45,000 and 50,000 square miles. Within this area is situated the finest and most productive wheat land.

Moose Jaw.—The month at the land office was the busiest ever seen in the office. Eight hundred and fifty-two prospective farmers entered for quarter sections, all practically going into the country south-west and north-west from Moose Jaw.

In the event of the land bill, introduced by Hon. Frank Oliver, going into effect the homesteader in this section of the province will have the opportunity of pre-empting land besides the homestead at a cost of only $3 an acre.

Prince Albert.—As an instance of the timber wealth here, it may be stated that the monthly pay roll of four mills is $50,000. The city is also the centre of a flourishing fur business worth half a million dollars. Large deposits of sand and clay are responsible for a brisk business in the making of brick, while cement blocks are also manufactured. The city is accordingly equipped with substantial public buildings, business blocks, and fine residences, while all the public utilities are municipally-owned. Prince Albert is likely to become the centre of a large and thriving community in the near future.

Asquith, Sask. — Building operations have been very active here since the middle of June, and local contractors have enough work in hand to keep them busy until the winter.

Edmonton.—A number of manufacturing schemes have been under discussion in this city of late. There is a probability of making use of the immense graphite deposits west of the city, and an investigation of the mineral beds is now being made.

Still another proposition is the establishment of a pulp mill on the Saskatchewan at or near Edmonton. The beginning of such an undertaking is believed to depend chiefly upon the results of investigations now under way as to the feasibility of developing water power from the Saskatchewan River.

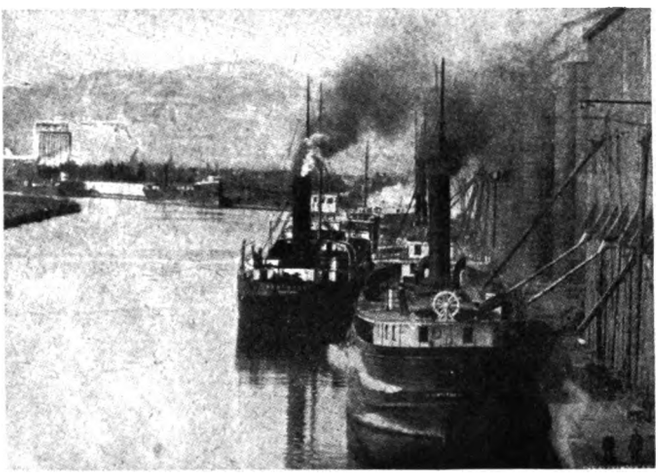
Strathcona.—The building of the collegiate institute is rapidly nearing completion, workmen being busy putting on the roof. Other public buildings in Strathcona which are being pushed on are the telephone building and the new premises of the Canadian Bank of Commerce.

The Alberta Public Works Department has purchased property in this city for the erection of a local telephone exchange building at a cost of $10,000.

Lethbridge, Alberta.—The population is now about 7,000. A new public school, a courthouse, and a Presbyterian church are now in course of construction. A new hotel is being erected, and an opera house is projected. The construction of the new bridge, which is to cost two million dollars, and adjacent railway work is pouring a good deal of money into the place.

To the north of the Belly River, towards the Bow, every quarter section has been taken up or purchased, and a large proportion of the entire country is under cultivation. Irrigation work is being extended.

The Diamond Coal Company property on the Belly River, six miles from Lethbridge, is about ready for business. A modern plant is being installed, tipples are ready, and a village has already sprung up.



GRAIN-CARRYING VESSELS LOADING IN FORT WILLIAM HARBOUR, LAKE SUPERIOR.

Across the river is the Royal Colliery, on which much work has been done.

Wetaskiwin, Alberta.—This is the first city in Central Alberta to bear the distinction of making use of its natural gas supply to operate the municipal electric light and power plant. Last summer the city bored for oil and gas by the side of their power plant building, and a supply of natural gas was tapped. The city will this summer use the gas to feed their new gas producer engines, and it is estimated that when the 12-inch pipe, which is down 600 feet, is capped, the well having been bored to 971 feet, a pressure sufficient to run a load in the new gas unit of the gas producing plant will be obtained.

Wetaskiwin, says Mr. Bradley, Secretary of the Board of Trade, is rapidly developing into a manufacturing city. A planing mill is in operation. A machine shop has been opened, and the proprietors will operate a foundry in connection. A mattress factory is running.

As showing how towns spring up in the West, mention may be made of Wilkie, the first divisional point on the new line north-west from Moose Jaw. The townsite of Wilkie was placed on the market last fall. Little was done, however, until this spring, and two months ago there was but one house there. Since that time the sale of lots has been heavy, and forty new buildings have been erected. Two of these are hotels, one of which is three stories in height. A weekly paper is now being issued in the town.

A quarter section of land near Langham, Saskatchewan (160 acres), realised $3,200.

Vancouver.—The activity in the building trade here has been very marked considering the depression which prevailed until recently in other large Canadian cities and towns. The figures for the six months closing June 30 were as follows:

	1907.	1908.
January	$187,265	$355,685
February	319,220	368,225
March	486,540	485,555
April	236,710	1,371,260
May	504,060	439,925
June	435,220	330,900
Total	$2,168,015	$3,351,550

Increase, $1,183,535.

Percentage advance, 54.

A $45,000 brick building will be erected on Hastings Street, between Columbia and Carrall Streets.

The month of July has found an exceptional number of tourists in this city who were looking over opportunities for investment. The real estate firms generally report an exceptional number of enquiries, and an increase in sales.

One good sale put through takes in a double corner with 132 feet on Georgia Street, at a price of $13,000. In North Vancouver two lots on Lonsdale Avenue brought $3,500. Four residences on Alberni Street fetched a good price.

There is a great deal of interesting information respecting the growth of Vancouver in the twenty-first annual report of the Vancouver Board of Trade, just issued. The statistics are very complete, and relate to the various industries. The value of lumber shipments from here for the past ten years is shown to average $13,900,000 yearly, while the halibut landed here during the past twelve months was valued at $973,000. Twenty distinct steamship lines calling at this port are enumerated, and a list of the principal local industries complete a most interesting volume.

Mr. E. Cook, contractor, will shortly start operotions on a large business block for himself on the west side of Granville Street between Davie and Drake. The building will be six stories in height, with a frontage of 50 feet. The type of construction will be brick and steel, the total estimated cost running nu to $60,000. The ground floor will be fitted up for stores and the upper stories for apartments.

Nicola. — A deal comprising over thirty thousand acres in the fertile Nicola valley has just been closed. It represents an investment of between $300,000 and $350,000. An English syndicate has purchased the cattle ranches of Messrs. Joseph Collet, John Moore, and James Aird, and surveyors are now at work subdividing them into fruit farms. An irrigation system will be installed.

These lands are located at the head of Nicola Lake. Hitherto they have formed ranges for thousands of head of cattle. The Nicola Valley is well adapted for fruit-growing, experiments made in a small way by various ranchers showing that the results obtained in apple, peach, and pear cultivation, as well as with small fruits, was equal to those obtained in the Okanagan.

Victoria.—The assessment roll for the city for the present year has been completed, and shows an increase of $2,690,685 over the revised figures for last year. This year's revised are $15,385,025 for land assessment and $9,250,740 for improvements, as against $13,718,250 for land and $8,226,830 for improvements last year, the increase in the former being $1,666,775 and in the latter $1,023,910.

The first apartment house in Victoria is to be built shortly at the corner of Douglas and Superior Streets, upon three lots, 158 feet by 165 feet.

A company has been formed here with a capital of $150,000, which will build a number of modern houses of the bungalow type of architecture in an attractive portion of the city.

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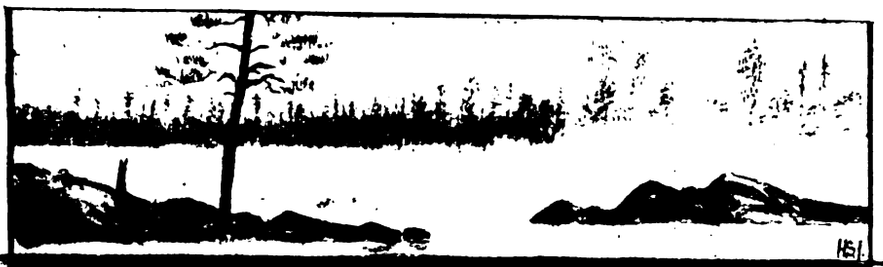
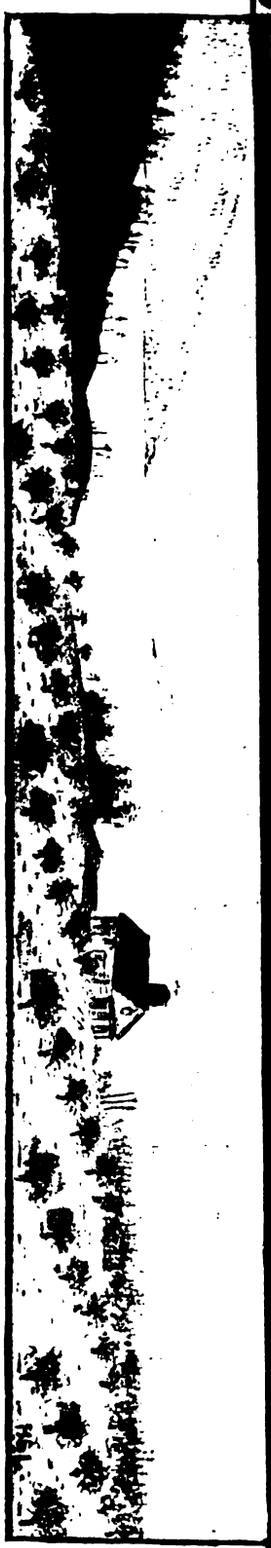
FRUITFUL SOIL. CERTAIN YIELD, READY MARKETS.



SPLENDID FISHING AND BIG GAME HUNTING.



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KOOTENAYS,

BRITISH COLUMBIA.

British Columbia for Britishers.

Happy Homes for Englishmen.

We are now offering to the public part of the famous COLDSPRING ESTATE, near NELSON, B.C.

Good Position. *Good Soil.*

Send for plans, prices, and full particulars of this SHOW PLACE of the KOOTENAYS.

Any portion of this Estate will stand inspection.

We do not ask you to send any money to bind your bargains. We invite you to come and see this magnificent property.

You want THE BEST, of course.

THIS IS THE BEST.

Fully-planted Orchards. Fully-planted Orchards.

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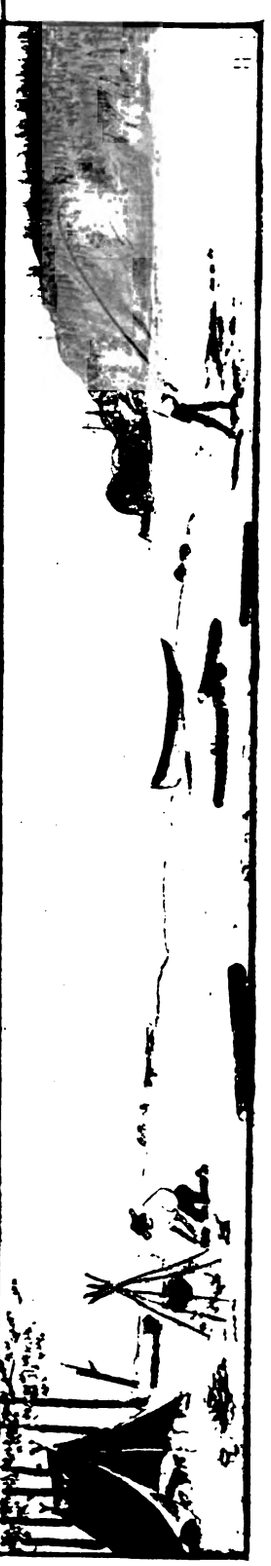

HEALTHY CLIMATE AND WONDERFUL SCENERY.

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Railways, Shipping, and Commerce.

RAILWAYS.

The contract for the construction of the Central Railway has been signed by the Dominion Engineering Company of Toronto, of which Mr. Randolph Macdonald is President. The Central Railway Company's line is to be 345 miles long, with 37 miles in branches. It is to extend from Montreal to Midland, on the Georgian Bay.

Mr. Fairbanks, Vice-President of the United States, who was the United States representative at the Tercentenary, came into Canada via Detroit, travelling to Quebec by the Grand Trunk Railway's famous "International Limited."

One effect of the Grand Trunk Railway's new route to the Canadian North-west, via Chicago, has been to call the attention of the American farmers to the swelling tide of immigration now flowing to that new land of promise and to stimulate its increase.

The first of the twenty locomotives being built at Toronto for the Grand Trunk Pacific have been turned out. Already there are employed west of Winnipeg, along the line, 67 locomotives. As the company expect to assist in the movement of the present crop, which promises to be a record-breaker, there will in all probability be at least one hundred locomotives working on the prairie section by the end of this autumn.

A despatch from Prince Rupert states that a change has been made in the plans of the Grand Trunk Pacific in construction work at Prince Rupert. Instead of a thorough cut through the first big bluff, the company has decided to remove the whole bluff, and instead of 40,000 cubic yards of rock, over 100.000 cubic yards will now be removed and filled into the space between the bluff and wharf, making ground which will be used for terminal tracks.

SHIPPING.

Messrs. Archd. M'Millan and Son, Limited, Dumbarton, launched, on August 4, the steel screw steamer *Kinmount*, which they have built for Canadian owners. The *Kinmount* is about 260 feet in length, and is intended for service on the Canadian lakes. The machinery, which is fitted aft, is being supplied by Messrs. Muir and Houston, Limited, Glasgow. The vessel and machinery have been built to the highest class of the British Corporation, and under the superintendence of Mr. Dunlop, of Messrs. John Reid and Co., naval architects, Glasgow. The naming ceremony was performed by Mrs. John Dunlop, Albert Crescent, Langside, Glasgow.

The Allan liner *Corean*, which was built at Sunderland in 1881 and has been laid up for some time, having been superseded by modern steamships, has been sold to foreign owners.

The amendment made to Section 5 of the Canada Shipping Act during the last session of Parliament is one of great interest to shipping men. Under the old condition of things inland trading vessels were neither compelled to carry pilots nor were they charged pilot dues. All the large lake boats could use the river between Montreal and Quebec without paying these dues and they were a constant danger to ocean-going steamers. Under the new Act they will be compelled to pay these dues, and the result will undoubtedly be that they will also carry a pilot, although they will not be compelled to do so. An additional safeguard against accident will thus be provided and the commanders of ocean liners will have a constant menace removed.

With reference to the decision of the Privy Council in regard to the appeal of the Reid-Newfoundland Company, Mr. Reid stated in Montreal that the appeal in question was against the Newfoundland Government's imposition of a tax on the express business of the Newfoundland Railway Company. The company considered the tax unjust, having regard to the burdens that the railway itself had to bear, but the powers of the Legislature of the colony to impose any tax that the members of the House consider fair have been upheld.

The company still considers the tax unjust.

TRADE PERSONALS.

During his recent visit to England, Mr. James Ross, President of the Dominion Coal Company, arranged for Mr. Kirby, an experienced Scotch mining engineer to join the staff of the company in Nova Scotia.

Mr. E. J. Haughton, now in charge of the Dominion Government radio-telegraph station at Gonzales Hill, B.C., has been appointed superintendent of the whole wireless telegraphic system on Vancouver Island. At present there are five stations, including the local one, the outside ones being at Point Grey, Cape Lazo, Estvan, and Pachena. From all these stations Mr. Haughton will in future receive reports, also from vessels fitted with the apparatus.

Mr. F. Veitch has acquired the *Montreal Dry Goods Record*, a monthly publication devoted to the interests of the dry-goods trade in Canada. The paper was purchased from Mr. F. Abraham.

Mr. F. S. Hammond, son of H. C. Hammond, has been elected a member of the Toronto Stock Exchange. Mr. H. C. Hammond's seat on the Exchange has been transferred to the new member.

In moving the report at the half-yearly meeting of the Manchester Ship Canal, Mr. Bythell regretted the set-back shown in the accounts. It was explained, he said, by the extreme depression in practically every branch of trade which still prevailed. The effect had been particularly disastrous to shipping. Large numbers of great cargo steamers, which in better days plied across the Atlantic, were laid up, and the difficulty was to find berthing accommodation for idle vessels. During the next three months they must be prepared to see a further falling off, but in some quarters expenses might be reduced.

THE NEW ICE BREAKER FOR CANADA.

The new icebreaker which is being built by Messrs. Vickers, Sons, and Maxim at Barrow, for the Canadian Government, and which will, when completed, ply between the mainland and Prince Edward Island with mails and passengers, is to be 250 feet long, between perpendiculars, 46 feet beam, and 27 feet moulded depth. Her horse-power is to be 6,000, and she is to have a speed capacity of 17 knots. The new vessel promises to be exceptionally strong, with nine transverse watertight bulkheads, and 30 watertight compartments. The rudder is to be 10 feet below the water-line, and all the watertight doors may be shut from the wheelhouse in thirty seconds. Large trimming tanks and powerful pumps are also to be provided, so that when at work in the ice they can materially help. There is to be passenger accommodation for about 60 first-class passengers. The new vessel is to cost $515,000, and is to be ready by next spring.

THE STRIKE ON THE C.P.R.

A despatch from Montreal states that the mechanics of the Canadian Pacific Railway struck on August 5, and declare that they will tie up the system from Halifax to Vancouver unless the demands of the union for a nine-hour day or a 10 per cent. increase of wages is agreed to. For a week, the men assert, they will repair no engines, and will prove their ability to disrupt the traffic from the Atlantic to the Pacific.

The Canadian Pacific Company declare they will fight the matter to a finish, regarding the demands of the union as unjust and unduly aggressive. The officials have foreseen the opening of the fight for six months, and have long ago taken steps to maintain their traffic schedule. They are therefore prepared for a long struggle.

The Government, under the Lemieux Act, tried some months ago to settle the differences, but failed, as the company was unwilling to accept the findings of the arbitrators. Disturbances are feared, for three months ago, when the mechanics struck at Owen's Sound, Ontario, the Riot Act was read and the strikers were fired on. Now the feeling is infinitely more bitter. The allied trades affected include the boiler-makers, car-makers, electricians, machinists, moulders, blacksmiths, fitters, and helpers, over 8,000 men in all.

RAILWAY CONSTRUCTION RECENTLY AUTHORISED.

The larger items among the new railway subsidies, granted during the late Parliamentary Session at Ottawa, are the following:—For line of railway from Montreal to a point on the National Transcontinental Railway not exceeding 200 miles; to G.T.P. for branch lines of railway from the line of the National Transcontinental Railway to Port Arthur and Fort William, not exceeding 220 miles; to Algoma Central and Hudson Bay Railway Company for a line from Hawkesbury to Ottawa, not exceeding 60 miles; to the Canadian Pacific Railway for a line from Moose Jaw, in a northerly direction, not exceeding 123 miles.

The new subsidies for Ontario lines are:—To Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London, not exceeding 35 miles; Nipissing Central Railway Company, for a line of railway from a point on the Temiskaming and Northern Ontario Railway at or near the town of New Liskeard to a point in the township of Guigues, in the Province of Quebec, not exceeding 13 miles; St. Mary and Western Ontario Railway Company, for a line of railway from Woodstock to Exeter not exceeding 45 miles; Burk's Falls and French River Railway Company, for a line of railway from Burk's Falls to French River, not exceeding 85 miles; Thessalon and Northern Railway Company, for a line of railway not exceeding four miles; Canadian Northern Ontario Railway Company, for a line of railway from Sudbury Junction to Hutton Mines, not exceeding 30 miles.

The grant will amount to $3,200 per mile to each railway costing not more on the average than $15,000 per mile; to each railway costing more than $15,000 per mile the subsidy will be on a graduated scale up to $6,400 per mile if the cost of the road reaches $30,000 per mile.

The new subsidies voted provide for 141 miles of railway in Nova Scotia, 155 miles in New Brunswick, 520 in Quebec, 560 in Ontario, 165 in Alberta, 123 in Saskatchewan, 35 in Manitoba, and 665 in British Columbia In addition a guarantee of bonds to the Canadian Northern Railway provides for 557 miles of new line in Saskatchewan, and 50 miles in Manitoba, and a guarantee of bonds of the Edmonton, Yukon, and Pacific Railway provides for 150 miles of road from Edmonton west to the coal areas near Braseau River.

The proposed extensions of the Canadian Northern Railway in Saskatchewan and Manitoba include a line from Regina to the western boundary of Manitoba, there connecting with the company's line to Brandon, not exceeding 152 miles; from Saskatoon towards Calgary, not exceeding 175 miles; from Prince Albert to Battleford, not exceeding 132 miles; from the Thunder Hill line to the company's railway at the westerly boundary of Manitoba, in a westerly direction towards Rosthern, not exceeding 100 miles; an extension of the Rosthern line from the western boundary of Manitoba in a north-westerly direction, not exceeding 50 miles.

Mr. L. W. Shatford, member of the Legislative Assembly of British Columbia, states that the small fruits in the Okanagan Valley this season yielded the biggest crop ever recorded, and that the production of peaches and apples is likely to prove phenomenal. Mr. Shatford anticipates that a large proportion of the peach, apple, and plum crop will be marketed in Vancouver, in view of the satisfaction afforded by last year's shipments.

It is stated that Ottawa's population this year will be nearly 80,000, and that the taxable assessment is likely to be about $48.000.000.

The new $50,000 fish-freezing plant of the British Columbia Packers' Association at New Westminster, B.C., has been finished. It has a capacity of 30 tons of fish daily.

The Department of Labour statistics show that during last month there were 137 fatal industrial accidents to Canadian workpeople. Upon the railways twenty-eight were killed and thirty-two injured.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO.

Toronto.—The construction of the new filtration plant for Toronto at a cost of $700,000 has been discussed by the Board of Control, and it was decided to recommend to the Council that Mr. Allan Hazen, of New York, be asked to prepare plans and specifications.

——The Hon. Nelson Monteith will, it is stated, remain Minister of Agriculture in the Ontario Government. Mr. James Torrance, who was returned for North Perth, will become Registrar, thus leaving his constituency open for Mr. Montieth.

——The Masonic Temple to be erected on Yonge Street, just north of Bloor, will, it is estimated, cost $65,000. Of this amount over $27,000 has been subscribed by 124 brethren out of the 4,573 members of the craft in the city and suburbs, and $12,500 has actually been paid. The success of the undertaking is therefore regarded as already assured Tenders have been applied for and received showing that the buildings can be erected for $45,000.

——Work is to be started at once upon the thermo-dynamics and hydraulics building at Queen's Park. The building is to be erected between the old S.P.S. building and the chemistry and mining building. The part of the building to be erected now is to cost $100,000, and the architects expect to have it ready by November. The building will be two storeys with basement.

——Archbishop McEvay, assisted by the Very Rev. J. J. McCann, V.G., laid the cofner-stone of the new St. Helen's Church. This was the first public duty of the Archbishop since he was installed. The full cost of the new church will be $75,000.

——Messrs. Harry Vigeon and Henry Barber, the accountants who have made a special audit of the city's books, in a report to the Board of Control, advise the inauguration of an audit department, to consist of a head auditor, having under him three clerks and a stenographer.

——A new police patrol boat is now in use on the Bay. A regular patrol will be kept up from 8 a.m. till 11 p.m. each day.

Woodstock.—By the decisive majority of 154 votes the citizens decided at the polls that they did not want debentures issued to raise $27.000 to erect a school building in the west end, to replace the Delatre Street School.

Renfrew.—July 27 was both Renfrew's civic holiday and the golden jubilee to celebrate the fiftieth anniversary of its incorporation as a town. The population of 3,500 of this busy burg was on that date augmented by excursionists from Ottawa, Pembroke, Arnprior, Almonte, Eganville, Carleton Place, Killaloe, Douglas, Combermere, Mount St. Patrick, Baker, Haley, Calabogie, Burnstown, Springstown and other points. All the bells in Renfrew were rung, and the celebration was a great success.

Oakville.—The Ontario Railway and Municipal Board have validated by-laws passed by the municipality authorising a total expenditure of $76,000 and increasing the rate of interest on the town's debentures from 4½ to 5 per cent. Of the total amount, $40,000 is to be expended on waterworks; $10.000 on electric light plants; $21,000 on the high school; and $5,000 on the public school.

Kingston.—The Oddfellows' Relief Association has concluded its annual session. Its membership is 22,835, increase over rejections, lapses, and deaths being 1,125 for the year, new members 2,362. The finances are in an exceedingly healthy condition. The surplus over liabilities reaches $608,760.09. The death claims paid last year were $170,658.02. Death rate 6.78 per thousand.

——The fire which broke out in the clock tower of the city building on July 24, did considerable damage. An insurance of $3,000 in each of these fifteen companies was carried:—Phœnix, Alliance, Royal, Waterloo, Queen's, Norwich, Commercial, Sun, Standard, York Mutual, London Mutual, Montreal-Canada, Anglo-American, British-American, Northern.

Port Arthur.—The Agricultural Society has decided to expropriate ten acres of land between here and Fort William. The land is owned by Hon. Clifford Sifton, and is convenient to both cities, along the line of the electric railway, and will make an excellent site for the exhibition buildings, which it is proposed to erect at once.

St. Catharines.—Mr. R. W. Leonard, president of the Coniagas mine, has made the city the munificent offer to build a hospital here for local consumptives, providing that the Daughters of the Empire will provide equipment and also provide a scheme for maintaining the hospital. Mr. Leonard has just erected a magnificent residence here.

——The navigation of the Welland Canal was interrupted recently by the steamer *Mary Horton* carrying away the head gates of lock 13.

Sault Ste. Marie.—The rail mill of the Lake Superior Corporation has closed down for an indefinite period, owing, it is believed, to lack of orders and scarcity of ore to run the blast furnaces.

Hamilton.—The International Harvester Company in one day recently received an order from the west for seventy-five carloads of harvesting machinery.

——A permit for the new church which the congregation of St. James' Presbyterian Church will build at the corner of Locke and Herkimer Streets has been taken out. It will cost $13,000.

Brockville.—Mr. William A. Gilmour has received the appointment from Ottawa of Collector of Customs at this port in succession to late Mr. William H. Jones. Mr. Gilmour has been prominent as a manufacturer and a member of a local wholesale house.

Ottawa.—There is a dearth of bilingual teachers in the province. Mr. Amelion Belanger, Ottawa, inspector for this district, has received a communication announcing that expiring third-class and district certificates will be renewed on the recommendation of the inspectors concerned till July, 1909.

——The *Canadian Gazette* contains notice that the Imperial Service Medal has been granted to ninety-three Government employees, all but two of whom are in the Intercolonial Railway service.

Brantford.—The City Council has decided to expropriate the plant of the Western Counties Power Company, which is controlled by the Cataract interests. The company wants $37,000 for its equipment, but the price will probably be fixed by a board of arbitration.

Fort William.—The principal losses in the recent disastrous fire were:—The John King Company, loss $100,000, insurance $75,000; Robert Strachan, damage to stock, $10,000, partly covered; Kirkup and Wilkie, damage to stock $15,000, insurance $10,000; Snelgrove and Waddington, loss on building and furniture $20,000, insurance $12,000; Routledge and Jackson, damage to stock $5,000, covered by insurance; Bell telephone plant entirely destroyed, actual loss about $2,000. Other losses bring the total loss to $161,000.

London.—At the recent examination of the Institute of Actuaries of Great Britain for the degree of A.I.A., the honours were carried off by a Canadian in the person of Mr. J. M. Laird, B.A., of the staff of the London Life Insurance Company here.

Barrie.—The by-law to authorise an agreement between the town and the Grand Trunk Railway has been passed. The agreement gives the company a fixed assessment of $35,000 for twenty-one years on the main condition that it build and maintain extensive additions to the car shops at Allandale yard, to cost not less than $150,000, to be fully completed by December, 1910.

QUEBEC.

Montreal.—The vestry and proprietors of St. George's Church have received notification that the Rev. William J. L. Major, rector of All Saints' Church, Peterborough, Ontario, has accepted their invitation to be assistant minister here in place of the Rev. H. P. Plumptre, who left recently for England.

——The election of officers of the Manchester Unity of Oddfellows for the ensuing year resulted as follows:—Provincial grand master, W. W. Smith; deputy provincial grand master, John Lawson; provincial corresponding secretary, George W. Hardisty; provincial treasurer, John Laing; grand marshal, J. Jones; grand guardian, A. Gardner; trustees, P.P.G.M. Papps, P.P.G.M. Pearsons and J. Paterson; auditors, P.P.G.M. Ardill, P.P.G.M. Hamilton and W. Hawkins; chaplains, the Rev. P. A Walker and Canon Chambers; advisory board, P.P.G.M's Burritt, Field, and McAllister; solicitor, W. Oswald Smyth. The provincial grand master announced the accession during the year of ninety-nine new members, making a total enrolment of 1,395.

——The City Treasurer, Mr. Robb, has reported to the Roads Committee that Charest, one of the city's foremen, has been guilty of stuffing the pay lists, and as a result the city is out $18,000.

Lachine.—A fire occurred in a brick factory building owned by the Town Corporation and occupied by the Canada Flax and Cordage Co. Experimental work has been carried on for some months past upon a patent process for the utilisation of ripened flax straw in the place of jute. Part of the process was the glazing of the binder twine produced, which necessitated the use of quantities of gasoline and kindred volatile materials.

Quebec.—Probably the feature of the Tercentenary celebrations most enjoyed by the largest number of persons was the firework display by Messrs. Brock (London). and the grand illumination of the men-of-war. Apart from the 60,000 visitors to the heights overlooking the river, the sight gave pleasure to thousands of French-Canadians of the villages over an extensive area on both sides of the St. Lawrence.

NOVA SCOTIA.

Amherst.—The officers elected by the Board of Trade for the ensuing year are:—President, B. D. Dent; vice-president, D. A. Morrison; secretary-treasurer, A. D. Ross.

Parrsboro'.—There was launched on July 23, by Mr. Leander Graham, from his shipyard at Port Greville, a fine two-masted schooner called the *King Josiah*, for the lumber trade.

Truro.—The first number of the *Truro Times*, a new paper in the Liberal interest, has made its appearance.

Halifax.—The Nova Scotia Exhibition will open on September 2. The applications for space already show that there will be a splendid exhibit in the manufactures building. The fisheries, fine arts, mines, machinery hall will be well filled. Mr. McF. Hall, the manager, will be glad to furnish information regarding exhibits.

Sydney Mines.—Part of the plant of the Nova Scotia Steel and Coal Co. has again resumed operations. A large number of men were taken on. The blast-furnaces will manufacture foundry iron.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

NEW BRUNSWICK.

St. Stephen.—At the twenty-eighth annual meeting of the New Brunswick Medical Society held here interesting papers were read by Drs. Murray McLaren, of St. John; Percy E. Butler, of McAdam; and J. M. Deacon, of Milltown. The next place of meeting will be St. John. The following officers were elected:—Dr. J. R. McIntosh, St. John, president; Dr. C. T. Purdy, Moncton, first vice-president; Dr. A. J. Murray, Fredericton Junction, second vice-president; Dr. G. G. Melvin, treasurer; Dr. J. V. Anglin, corresponding secretary; Dr. George G. Corbet, recording secretary.

St. Andrews.—Hon. D. V. Landry and Messrs. George E. Fisher and W. W. Hubbard, of the Agricultural Commission, have been visiting the stock farm of Sir. Wm. Van Horne on Minister's Island. The herds of Dutch Belted and French Canadian cattle were much admired. The latter have proved themselves especially large and economical producers.

PRINCE EDWARD ISLAND.

Charlottetown.—Mr. J. J. Hughes, M.P., was tendered a magnificent reception on his return from Ottawa at the close of the Parliamentary Session.

——The *Patriot*, of this city, organised a competition which resulted in a number of young ladies of the island making a tour through the maritime provinces.

MANITOBA.

Winnipeg.—Thousands of people attended the recent regatta of the North-Western Rowing Association, held at Elm Park on the Red River. Crews from Duluth, Minneapolis, St. Paul, Kenora, and Fort William took part. The Winnipeg Rowing Club was well represented, and won the senior doubles easily. Kenora was first in the bantam fours. St. Paul won the senior fours, beating Fort William easily.

——At the annual meeting of the North-Western Association officers were elected as follows:—Mr. G. F. Galt, Winnipeg, honorary president; Mr. J. Denegre, St. Paul, vice-president; Mr. J. H. Barnes, Duluth, secretary-treasurer; Mr. E. Wayland, Fort William, commodore; Mr. W. Robertson, Kenora, vice-commodore. The next regatta will be held at St. Paul.

——The congregation of St. Matthew's Church, Winnipeg, will erect a new church building at a cost of about $25,000.

Treherne.—The new Chalmers Presbyterian Church, which has been erected at a cost of $12,000, is one of the finest and best equipped country churches in the west. The corner stone was laid October 10, 1907, Mrs. J. Robertson, the oldest charter member of the congrgation, officiating. The old Chalmers Church, a modest frame structure, was in service for twenty years, and had long been outgrown by the congregation. The architect of the new church was Mr. J. H. G. Russell, of Winnipeg.

Killarney.—At the Southern Manitoba big summer fair the entries in the cattle, sheep, and swine classes are lighter this year than usual, owing to the fact that the district suffered from a shortage of feed last winter. Most of the entries in these sections come from neighbouring towns, and comprise herds from the Hon. Thomas Greenway, of Crystal City; Mr. John Wallace, of Cartwright, and Mr. W. J. McComb, of Beresford, with Shorthorns, Herefords, and Red Polls, respectively.

SASKATCHEWAN.

Regina.—The third annual convention of the Western Canada Firemen's Association was held here with a good attendance of delegates, including Chief Buchanan, of Winnipeg, president: Chief Davidson, of Edmonton; Chief Wiswell, of Brandon, secretary; Chief Menlove, of Virden; Chief Roxborough, Portage la Prairie; W. Luidbeck, Winnipeg, fire commissioner of Manitoba; and others.

Yorkton.—A wonderful sample of wheat and barley in the straw was on exhibition at the *Enterprise* office. The grain is from the farm of L. H. Kihlman, six miles west of town. The wheat is forty-eight inches high, and the thirteen stalks shown were grown from one kernel. The barley is fifty-two inches high, and the twelve stalks were grown from one kernel. The former was sown on April 20, and the latter on May 26.

Langham.—By the completion of the ferry on the North Saskatchewan the Redberry district, which is well settled now, becomes tributary to Langham, and considerable trade is assured during the summer months from that district.

Whitewood.—Plans prepared by Mr. W. Elliott, of Brandon, Man., have been accepted for a brick and stone school building to be erected here. The building will cost approximately $15,000.

Saskatoon.—Mr. D. T. Smith, barrister of this city, has been appointed registrar of land titles at Saskatoon. Mr. Smith was born in Smith's Corners, Ontario, in 1873

ALBERTA.

Edmonton.—The Dominion Government has granted $100,000 towards the construction of the bridge across the Saskatchewan River to connect this city with Strathcona.

Calgary.—The question as to whether this city is to have a street railway owned by the municipality or one installed by private enterprise is engaging the attention of the citizens. A special committee has passed a resolution recommending to the Council that the proposition of any company applying for a franchise be considered, but in no case for more than fifteen years; that the city would require a percentage of the profits after a period to be arranged, and have the option of purchase at the expiration of the franchise.

Camrose.—Camrose was en fête upon the occasion of the turning of the first sod for the new Canadian Club building by the Hon. W. T. Finlay, Minister of Agriculture.

Strathcona.—Mr. George A. McKee, B.A., of Calgary, has received notice of his appointment as superintendent of schools for the city.

Wetaskiwin.—About one hundred editors of journals published in the State of Minnesota have visited this place and been entertained by the local Board of Trade.

BRITISH COLUMBIA.

Vancouver.—Mr. Louis Coste, C.E., a member of the International Waterway Commission, has completed a preliminary examination of the Fraser river from its mouth to New Westminster. His mission was to report on a scheme for improving the deep water navigation of the river between these two points, as well as to devise means for preventing the wearing away of valuable farm lands on the lower delta.

——An effort will be made by the Dominion Government to preserve the forests on the mountains of the Kamloops country so as to conserve water for irrigation purposes.

Ladysmith.—The provincial gaol, which was also used as an office and served as a county court, has been totally consumed by fire. There are fires burning all around it on the land that is now being cleared by the C.P.R. Company. It is supposed that a spark from these fires started the blaze in the Government building.

——The question of the water supply of the city is causing considerable discussion.

During his recent extensive tour of the province the Premier, Mr. McBride, visited Nicola, Spence's Bridge, Ashcroft, Kamloops, New Denver, and Silverton in the Slocan district, Revelstoke, Field, Golden, Spillamacheen, Wilmer, Windermere, and Cranbrook. During their visits the Premier and his colleagues gathered a quantity of information that cannot fail to be beneficial later on in dealing with the many important matters that come before them from time to time in connection with the administration and development of the resources of the province.

Prince Rupert.—Reports received here from Observatory Inlet, the Naas and Skeena rivers all show big catches of salmon, and the fish are running well. The cannery men are jubilant, and say the present season will be one of the best they have had for several years. The daily average runs 100 to 150 to the boat.

——The Premier Hotel, recently opened, supplies this place with much-needed accommodation for travellers. The hotel is situated on a bluff and commands a splendid view of the bay.

Vernon.—The second annual convention of the Western Canada Irrigation Association will meet here on August 10 to 15. A number of expert irrigation authorities will be in attendance; papers and addresses on various phases of irrigation have been arranged for. An attractive feature in connection will be a three-day excursion on Okanagan lake, visiting the various irrigation systems of the valley.

Obituary.

The deaths of the following are announced:—

Mr. William Hamilton Jones, of Brockville, Ontario. He was the son of the late Ormond Jones, Registrar and Surrogate Court Judge of the county of Leeds, grandson of the late Hon. Charles Jones, and great-grandson of the late Hon. Jonas Jones, Chief Justice of Upper Canada.

Rev. W. J. Ancient, diocesan secretary of Nova Scotia. He was with the fleet in the Crimean War. Mr. Ancient was stationed at Terrance Bay at the time of the wreck of the White Star steamship *Atlantic*, April 1, 1873, and was the means of saving many lives.

Mr. Julius Miles, for the last fifteen years secretary of the Victoria Club, Toronto. He left Clifton, Bristol, about thirty years ago to settle in Canada.

Mr. John Henderson Mooney, at one time one of the largest wool and leather merchants in the Dominion, and formerly an alderman of Montreal.

Mr. J. J. Phillip, Dominion Fruit Inspector for Western Canada, at Winnipeg.

Mrs. James Fraser Macdonald, wife of Major Macdonald, aide-de-camp to his Honour the Lieutenant-Governor, at Toronto.

Mr. George Watson, jun., Mayor of Collingwood, Ontario.

Mr. Thomas Hayden, the oldest business man in Port Hope, Ontario. He was much esteemed in the town in which he commenced business in 1851.

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Head Office, The Traders Bank of Canada, Toronto.
The highest commercial building in the British Empire.

THE TRADERS BANK OF CANADA

(Incorporated 1885).

Head Office: TORONTO.

Capital Paid Up	$4,350,000
Reserve Fund	$2,000,000
Deposits	$23,000,000
Total Assets	$33,000,000

Agents in Great Britain: THE LOHDON CITY AND MIDLAND BANK, LTD.

Funds deposited at any Branch of the London City and Midland Bank, Ltd., can be transferred to any Branch of the Traders Bank of Canada.

A GENERAL BANKING BUSINESS TRANSACTED.

SAVINGS BANK DEPARTMENT.—Interest allowed on Balances.

MR. FIELDING ON BANKING LEGISLATION.

In the recent debate in the Canadian House of Commons on legislation to give the banks power to increase their circulation during the crop season, the Finance Minister said:—

"I quite agree that the Banking Act is a serious part of our legislation and should not be lightly tampered or tinkered with. I agree that for most purposes it is well we should only deal with the revision of the Bank Act at stated periods when we have gathered the results of ten years of experience to guide us. But occasionally circumstances will arise which seem to make amendment urgent. I think the present is one of the cases.

"I suppose an argument could be made in favour of confining the proposed issue to the reserve, but the effect would be that the larger banks would get the benefit and it would be thought rather a discrimination against the younger banks, most of which are growing rapidly and steadily and are all in good standing.

"If we could rely upon a large increase of the banking capital of the country and a corresponding increase of the bank circulation, there would perhaps be no need for a measure of this kind.

"I entirely agree that it is desirable to obtain capital from abroad, but, of course, the banks would have to take their own steps in that direction."

MONTREAL BANK CLEARINGS.

The bank clearings at Montreal for July show a substantial decline, which is, of course, to be expected in face of the reduction of trade activity. How substantial this has been is shown in the following table.

It may be stated that trade reduction in the United States has been even more severe than in Canada, and the outlook for a rapid and substantial revival is far better in the Dominion.

The comparative figures are as follows:—

	1908.	1907.
January	$116,108,737	$128,194,689
February	95,031,138	107,654,009
March	108,282,582	125,041,649
April	111,092,633	117,054,598
May	117,650,019	135,587,776
June	121,366,912	123,589,767
July	123,804,681	142,256,969
Total	$793,336,702	$879,379,457

It will be noted that March, May, and July were responsible for the biggest decreases.

Clearings of Toronto banks in the month of July totalled $94,205,847, an increase over the preceding month of $5,317,004, but a decrease as compared with July last year of $12,856,651.

The figures in the seven months of the year are $614,841,499, a decrease of $94,999,816, as compared with the same period last year.

The clearings at Winnipeg during July were $42,119,576 as against $54,339,384 in 1907 and $42,262,170 in 1906.

The Crow's Nest Pass Coal Company, Ltd.—The output of the collieries for the week ending July 31 was 24,711 tons, a daily average of 4,118 tons.

The Vancouver Stock Exchange.

In retiring from the position of first president of the Vancouver Stock Exchange, which he has held during the past year, Mr. C. D. Rand dealt at length with the local financial situation, and was sure that the Exchange had been of considerable benefit to the community in general. It was started at a time when everything was booming, and that it weathered the storm which caused so many wrecks was evidence of its vitality. It had awakened great local interest, and it has been the means of attracting the attention of investors to the great resources of the province and has endeavoured to point out the way for the employment of capital in the development of these resources.

More or less information concerning various districts has also been gathered with a view to aiding their development, and it has also caused the holders of properties of value to look to Vancouver as a place to secure money for exploitation purposes. Mr. Rand pointed out how the establishment of the Exchange had eliminated "wild cats" from the market, and the benefit of this winnowing process was also remarked by Mr. Wm. Godfrey, Bank of B.N.A., and Mr. F. T. Walker, Royal Bank. Congratulatory speeches were made by Mr. E. Buchan, Bank of Hamilton; Mr. H. D. Burns, Bank of Nova Scotia; and Mr. T. McCaffrey, Union Bank, all managers of Vancouver branches of the respective banks.

The officers elected for the ensuing year were:—President, J. R. Waghorn, of Waghorn, Gwynn and Company; vice-president, H. J. Thorne; secretary, J. Kendall; treasurer, W. L. Germaine; executive, R. B. Ellis, E. W. MacLean, and C. D. Rand.

Ontario Loan.—Hon. Colonel Matheson, Provincial Treasurer of Ontario, is planning a trip to England in October to float a loan of $4,000,000, credit of which was given by the Legislature at the last session, and of which the Government have availed themselves to the extent of $2,000,000 on Treasury notes. Most of the money is for the extension of the Temiskaming and Northern Ontario Railway, which is now being built from Matheson to make a connection with the Grand Trunk Pacific. For this work the money has been taken from the general revenues of the province, and when the loan is floated all the Treasury notes given for the advance will be redeemed.

New Brunswick Loan.

The Provincial Secretary announces that the loan of £400,000 sterling will be made from the Bank of Montreal on August 15, the details having been completed. The rate of interest to be paid is 3⅝ per cent. The loan will be made up of eighty Treasury bills of £5,000 sterling each, which will fall due on February 15, 1909. Mr. Flemming says that not a dollar of this loan is for any expenditure authorised or incurred by the present Government.

Buffalo and Lake Huron Railway.—After providing for the interest on the First and Second Mortgage bonds, the available balance, including the amount brought forward, was £14,654, enabling the directors to pay the usual dividend of 5s. 3d. per share, leaving £870 to be carried forward, as against £813.

ANSWERS TO CORRESPONDENTS.

Replies to Queries from Correspondents are not made by letter except in very exceptional cases. Copies should be kept of all letters of inquiry, and each question should be numbered. Letters, which should be addressed "Financial Editor," should be accompanied by the Special Coupon to be found in another part of this issue.

M. R. (Wellington).—No. 1. Yes. No. 2. No. No. 3 and 4. Excellent. We have referred to Nos. 2 and 4 frequently during the past few months.

H. K. (West Brompton).—We should be inclined to average. The company has excellent prospects.

W. C. D. (Bournemouth).—We do not advise you to employ the advertising firm you mention. Ask your banker or solicitor for the name of a member of the Stock Exchange. Or we should be pleased to give you the name of a responsible firm, who will do any business to your entire satisfaction.

M. A. (Manchester).—An injunction has been obtained to prevent a special settlement in the shares. This promotion should be dealt with by the authorities, and it is difficult to understand the supine attitude of the Public Prosecutor in the matter. We have referred to the different stages of this scandalous affair in *CANADA*.

M. P. (Chichester).—1. Cut your loss. 2. We regard as a promising investment. Nos. 3 and 4 are, of course, first-class. The last dividend on No. 4 was at the rate of 8 per cent.

SUBSCRIBER (S.W.).—You can safely employ the institution in question. Several firms who advertise in our columns could help you in investing the money you have at your command in sound mortgages.

F. M. W. (Ross).—You will find the information you require in our last issue.

L. T. (Orpington).—See answer to "W. C. D."

T. P. A. (Reading). — It is a very sound concern, and the Common Stock is a desirable investment. Last year the company actually earned more than twice the total amount distributed to the stockholders.

ANXIOUS (Birmingham).—1. We do not think you need be alarmed. The market here is a somewhat nominal one, but the stock is likely to improve in price later on. 2. Cut your loss if you cannot afford to average.

SUBSCRIBER (Leamington).—We do not advise investments in Premium bonds—they are too speculative for the ordinary investor. The odds against winning a big premium are, of course, enormous.

F. F. (Rochester).—We deal with the question in another column.

N. W. (Warwick).—See answer to your friend at Leamington. We do not reply to questions by post except under special circumstances.

D. K. (Spalding).—The Montreal Street Railway Company's stock is an excellent investment, and in well-informed Canadian circles a higher price is looked for. Three other attractive investments are Consumers' Gas, Toronto Railway stock, and Canadian Permanent Mortgage, the average yield on these being about 5½ per cent.

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Canadian Finance.

(From Our Own Correspondent.) TORONTO.

As we are now within measurable distance of the gathering of the harvest, it is worth comparing the position with that of a year ago. Then the markets were quiet and quite unprepared for the slump in prices which was to follow later, as a direct result of the financial stringency which was the outcome of the difficulties experienced in handling the crop. Now things are in much better shape. In the first place, the Government has taken steps to allow the banks to issue an emergency currency during the crop-moving season. Secondly, the banks are in strong position, and quite ready to handle a heavy crop, as a glance at the last bank return will show. Comparing the position with that of a year ago, the banks are on balance about $40,000,000 to the good, without counting the fact that circulation is well on to $30,000,000 below the legal limit. Trade has passed through a trying ordeal safely, and is now on the mend. Another good point is the fact that during the last few months a large amount of capital has been raised in Great Britain. The markets are, it is true, not very busy, and the banks are not very ready lenders either for commercial or financial purposes, but bonds have been in good demand lately, and there is a fair amount of investment business passing. A good crop seems assured, and it is likely that as the year advances there will be more activity in the stock markets, with an accompanying advance in quotations, which are still many points below the best prices of last year.

Montreal Street Prospects.

For June the Montreal Street Railway earned $331,212, against $325,252 in the corresponding month of 1907, but reduced working expenses increased the gain net to $14,907. For the nine months the gross earnings amount to $2,672,783, against $2,494,868 in the same period of the preceding year. Net revenue for the nine months was $1,021,056, as compared with $909,000 for last year, as compared with $909,000 for last year. Ill-informed critics have been arguing that the company is not earning 10 per cent. dividends, forgetful of the fact, of course, that the company has the three best months of the year before it. The position is quite satisfactory, a favourable factor being the reduction in working expenses. It must not be forgotten also that the receipts from the Montreal Park and Island Railway should show a considerable increase on last year's figures. The 10 per cent. dividend is safe enough, despite the criticism of the American critic referred to, whose remarks betray such ignorance of the actual situation that they do not deserve to be regarded seriously.

The Coal President's Criticism of the Steel Co.

Mr. Ross has caused quite a commotion by his statements as to the position of the Dominion Iron and Steel Co., the Common dipping sharply to 15. The criticism of Mr. Ross is offered as a big stockholder in the Steel Company, but it is felt that, owing to his position as the President of the Coal Company, and the publicity which has been given to his comments on the prospects of the Steel Company, it will likely materially hinder Mr. Plummer's efforts to raise money in London, and the Steel crowd are very angry in consequence, averring that the attitude of Mr. Ross will certainly make a peaceable settlement of the dispute very difficult now.

The Chicago Expert and the Crop.

Mr. Snow's brief visit to the West, and his opinion after a superficial inspection of a small acreage of the growing crop, that it is "spotty," and will likely prove much below general estimates, has not been treated very seriously, and has caused no alarm. Conservative opinion now is that to talk of 150,000,000 bushels is an extreme estimate, and that 110,000,000 may possibly be harvested. Anyway, it looks as if the rumours of "rust" are unfounded, and it is anticipated as probable that the crop will prove the largest in the history of the country.

The crop bulletin issued by the Federal Government, reporting the harvest prospects up to the end of July, estimates the wheat crop in Manitoba and the North-west at 110,500,000 bushels.

THE LONDON MARKET.

LONDON, WEDNESDAY.

The Stock Exchange has been busy with the adjustment of the business entered into during the first half of August. On the whole, despite the incidence of the holiday and the tropical atmospheric conditions, transactions during the past account have been of fair dimensions. Yankees, of course, have led the way, with Mining descriptions a good second, and Home Rails a bad third. The advances in the American department vary from $5 to $6. Mining shares, and especially Kaffirs, are well up on the account. One of the features has been the big spurt in Esperanzas. Rio Tintos have advanced to well over 70, and Amalgamateds have shot ahead with remarkable velocity. Home Rails are nearly always lower. In Canadians C.P.R.s improved, but Hudson's Bays are lower, and Grand Trunks have also given way. Whilst the trade returns published at the end of last week afford incontrovertible evidence of the trade reaction in this country, the market outlook is promising. The alliances and working agreements should produce welcome economies in the railway world here, and offset the aggressiveness of labour. In the United States, as in this country, the accumulation of capital has already had a pronounced effect upon prices, and will probably lead to a further heavy demand here during the next few months, provided nothing untoward happens in the autumn. The impelling influence of cheap money, both at home and abroad, must have a stimulating effect upon all classes of securities, and presently Consols—which have been kept in subjection chiefly by the troubles in India—will reach a higher level than they now occupy. The outlook for Home Rails is not very cheerful just at present, but here cheap money may be expected to act as a lever, especially upon prior charges. The meeting of H.M. the King and the Emperor William will, it is hoped, prove productive of good results, and although the outlook in Turkey is rather obscure, provided nothing unforeseen occurs, the influence of cheap money must also make itself felt in the Foreign Market, which is, of course, principally dependent upon the Continental Bourses. With the revival of trade in Canada and an abundant crop—which is now to all intents and purposes assured—there should, as the year advances, be a general marking up of the quotations of Canadian securities.

The most important announcement in the Canadian section was the C.P.R. dividend statement. The rate is maintained at 3 per cent., and there is the usual ¼ per cent. from land sales, as we anticipated would be the case. Gross earnings for the year were $71,384,173, working expenses $49,591,807, net receipts $21,792,366. Adding sundry receipts and net earnings of steamships in excess of the amount shown in the monthly statements, there is a total net income of $24,446,999. Fixed charges absorb $8,770,076, and after payment of all dividends declared for the year the surplus carried forward is $5,579,715. Despite this fulfilment of expectations and the very satisfactory crop news, C.P.R.s reacted yesterday, and are down about a point on the week. The Grand Trunk traffic was rather better than the market had expected, but this had little effect upon quotations, which are now in suspense, pending the dividend statement which is expected at the end of the week. It is hoped that the directors will be able to maintain the dividend on the guaranteed, but prices have moved downwards on the week from 1 to 3 points. In land shares Hudsons' Bays are 1½ up, and other issues have shown steadiness. The South American group has displayed decided strength. Rio de Janeiro Tramways being largely bought by Belgian operators at a substantial advance. Mexico Tramways have also continued their advance. Canadian General Electrics have reflected the decline on the Canadian exchanges, and are down about 5, and Dominion Coal are also lower. Changes in the Government and Municipal list are few and far between. Generally prices have been well maintained, the latest advices from Canada both with regard to the crops and the trade outlook being regarded as decidedly satisfactory.

Canadian Pacific Statement.—At a meeting of the directors of the Canadian Pacific Railway Company in Montreal on Monday a dividend of 2 per cent. on the Preference and 3 per cent. on the Common stock for the half-year ended June was declared. An additional payment of one-half of one per cent. on the Common stock will be paid out of the interest on the proceeds of land sales. The results for the fiscal year to June 30 last were: Gross earnings $71,384,173; working expenses, $49,591,807. The net earnings were $21,792,366. The net earnings of steamships in excess of the amount included in the monthly reports were $1,112,759. The income from other sources was $1,541,874. The total net income was $24,446,999. On deducting fixed charges, viz., $8,770,076, a surplus remains of $15,676,922. On deducting from this the amount transferred to steamship replacement account, $800,000, the contribution to the pension fund ($80,000), there remains net revenue available dividends $14,796,922. The surplus for the year carried forward is $5,579,715.

	Gross.	Net.
Year June 30, 1908...	$71,384,173	$21,792,366
Year June 30, 1907...	72,217,528	25,303,309
Year June 30, 1906...	61,669,758	22,973,312

FINANCIAL ITEMS.

Western Canada Cement and Coal.—The secretary cables that the sales for July are 38,600 barrels.

The Quebec Central Railway is a cheerful exception to the majority of railways in that during the past half-year the progress has been most satisfactory and encouraging. The 7 per Cent. Income bondholders again receive their full rate of interest, while the surplus carried forward amounts to $23,300, as against $15,500 at the last half-year. The financial position of the company has been strengthened by the fact that the Five per Cent. Prior Lien Bonds have now been paid off, leaving the Four per Cent. Debenture stock as the prior charge upon the undertaking, thus saving one per cent. per annum in interest charges. During the last few years the company has made the most satisfactory and substantial progress, and, with the outlook for increased trade and industrial activity in the Eastern townships, there are good reasons for confidently anticipating continued prosperity under the same sound management.

COBALT SHARES.

"Canada" only quotes the shares of those companies which are regarded as bona-fide mining undertakings. Their appearance in our list does not infer that we regard them as worth buying at the price quoted, but they are to be regarded (subject to weekly revision) as the standard Stocks in Cobalt securities.

The following were the quotations at Toronto on August 1:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Foster-Cobalt Mining Co....	$1,000,000	$1.00	.39	.36
Trethewey	1,000,000	1.00	.94	.93
Buffalo Mines Co.	900,000	1.00	2.25	1.65
McKinley-Darragh-Savage Mines	2,000,000	1.00	.74	.72
Cobalt Silver Queen.. ...	1,500,000	1.00	1.04	1.03
Green-Meehan Mining Co...	1,500,000	1.00	.13	.11
Coniagas	4,000,000	5.00	5.40	5.20
Kerr Lake Mining Co. ...	3,000,000	5.00	2.88	2.75
University Mines	1,000,000	10.00	4.00	2.50
Nipissing Mines Co. ...	6,000,000	5.00	7.25	7.18½
Nova Scotia Silver-Cobalt .	1,800,000	1.00	.28½	.27½
Temiskaming (new) ...	2,000,000	1.00	.52	.51

CANADIAN RAILWAY REVENUE STATISTICS.

Name of Railway.	Ten Days Ending Aug. 7.	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease.
Alberta.....	$5,944	$1,580	—
Canadian Pacific	$1,470,000	—	$95,000
Grand Trunk	£122,458	—	£19,441
Canada Atlantic.....	£8,318	—	£2,308
Grand Trunk Western...	£25,125	—	£3,426
Detroit Grand Haven...	£7,365	—	£1,699
Mexican	$127,500	—	$40,800
*Mexican Southern	$35,452	—	$2,449
Quebec Central.....	$22,195	$502	—

* Ten days ending July 31.

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CANADIAN SECURITIES.

LATEST PRICES IN MONTREAL AND TORONTO.

BANKS.	Paid	Price per Share per $100.
Bank of Brit. North America ...	£50	145
Bank of Hamilton	$100	190.193
Bank of Montreal	100	234
Bank of New Brunswick ...	100	—
Bank of Nova Scotia	100	277.277½
Bank of Ottawa...	100	—
Bank of Toronto	100	216
Banque d'Hochelaga	100	134.136
Banque Nationale	30	120†
Canadian Bank of Commerce...	50	162
Dominion Bank...	50	233
Eastern Townships Bank ...	50	148.150
Imperial Bank of Canada ...	100	225
Merchants' Bank of Canada ...	100	154.156
Metropolitan Bank	100	—
Molson's Bank	100	195½.197
Quebec Bank	20	127.129
Royal Bank of Canada... ...	100	215.217
Standard Bank of Canada ...	50	218.220
Traders' Bank of Canada ...	100	131.132
Union Bank of Canada ...	100	133.136½
Union Bank of Halifax ...	50	—

LOAN COMPANIES.		
Agricultural Savings and Loan	50	119.121
British Columbia Permanent Loan and Savings	100	—
Canada Landed and National Investment	50	120.122
Canada Permanent Mortgage ...	10	134
Canadian Savings and Loan ...	50	—
Cent. Canada Loan & Savings..	100	160.165
Dom. Savings and Investment	50	70½.72
Hamilton Provident and Loan	100	118.120
Huron & Erie Loan & Savings..	50	177.180
Imperial Loan and Investment	100	70†
Landed Banking and Loan ...	100	118.120
London & Can. Loan & Agency	50	100.102
London Loan	50	—
Montreal Loan and Mortgage...	25	132†
National Trust of Ontario ...	100	148.150
Ontario Loan and Debenture ...	50	129.131
Real Estate Loan and Debenture	40	85.87
Toronto General Trusts ...	100	143.145
Toronto Mortgage	50	109.112
Toronto Savings and Loan ...	100	126†

INSURANCE.		
British America	50	—
Canada Life	400	159†
Confederation Life	10	285†
Imperial Life	45	150†
Sun Life of Canada	15	—
Union Life	100	—
Western	20	—

RAILWAYS, TRAMWAYS, LIGHT, AND POWER.		
Canadian General Electric ...	100	103
Consumer's Gas, Toronto ...	50	192
Electric Development of Ontario	100	25
Do. 5% Bonds	100	85
Halifax Electric Tramway ...	100	99¾
Hamilton Cataract Power, Light, and Traction	100	—
Havana Electric Railway ...	100	32½
Do. 6% Preferred... ...	100	80½
London Electric...	100	89½†
London Street Railway ...	40	97½†
Montreal Street Railway ...	50	181¾
do. do. 4% Bonds	100	98.100
Montreal Light, Heat and Power	—	95
Ottawa Electric Railway ...	100	—
St. John Railway	100	97.99
Toronto Electric Light... ...	100	112
Toronto Railway	100	107
Trinidad Railway	100	—
Twin City Rapid Transit ...	100	91.91½
Winnipeg Electric St. Railway	100	163

SHARES QUOTED ON THE LONDON MARKET.			
British Columbia Develpmt Ass.	1	—	—
Le Roi	5	7/16	9/16
Le Roi No 2	5	1 7/16	9/16
Tyee Copper	1	5/16	7/16
Ymir...	1	2/9	3/3

* In Canada to facilitate business the actual denomination of securities is generally ignored and stocks and shares are quoted at so much % on an assumed par value of $100. † Last sale.

IRON, COAL, AND STEEL, &c.	Paid.	Price per Share per $100.*
Cariboo Hydraulic Mining ...	1	—
Consolidated Mines	100	—
Crow's Nest Pass Coal	100	—
Dominion Coal	100	58½
Do. 7% Preferred	100	95¾.100
Do. 5% Bonds	100	92
Dominion Iron and Steel ...	100	16
Do. 7% Preferred	100	65
Do. 5% Bonds	100	77½
Intercolonial Coal Mining ...	100	59.61½
Do. 7% Preferred	100	100½†
Montreal Steel Works	100	65.67
Do. 7% Preferred	100	93.96
Nova Scotia Steel and Coal ...	100	47½
Do 8% Preferred	100	108.110
Do. 6% Bonds	100	103.105½

MISCELLANEOUS.		
Bell Telephone	100	136
Do. 5% Bonds	100	101.103
Canada North-West Land ...	25	100.105
Do. 6% Preferred	60	—
Canadian Coloured Cotton Mills	100	48.50
Do. 6% Bonds	100	90.92
Canadian Salt 7% Preferred ...	100	—
Dominion Telegraph	50	102.104
Dominion Textile 7% Preference	—	84½.86
Do. 6% Bonds, Series "A"	—	84½.90
Dunlop Tyre 7% Preference ...	100	—
Lake of the Woods Milling ...	100	89½
Do. 7% Preferred	100	112.114
Do. 6% Bonds	100	104.105½
Laurentide Paper	100	98
Do. 7% Preferred	100	112½
Do. 6% Bonds	100	107.111
Montreal Cotton	100	105.118
Montreal Telegraph	40	135.138
Niagara Navigation	100	118.120
Northern Navigation	100	97.98
Ogilvie Flour Mills	100	105¾
Do. 7% Preferred	100	116¾.117
Do. 6% Bonds	100	105.110½
Ontario and Qu'Appelle Land...	40	—
Richelieu & Ontario Navigation	100	75.75½
Rogers, W. A., 7% Preferred ...	100	—
St. Lawrence & Chicago Navigation ... - ...	100	115.117

Tenders for Bonds.—An issue of $577,000 City of Ottawa Four per cent. bonds was made recently, which secured a very good price. The following tenders from Canadian and English firms are interesting:—

G. A. Stimson and Co. ...	102.71
Wood, Gundy and Co. ...	102.51
W. E. Bagnall ...	102.50
N. W. Harris and Co. (Boston) ...	102.28
Wm. C. Brent ...	102.27
Dominion Securities Corporation ...	102.07
Aemilius Jarvis and Co. ...	101.13
W. A. MacKenzie and Co. ...	100.04
Canadian Agency, Limited (London)	100.87
H. O'Hara and Co. ...	100.75
Parr's Bank, Limited (London) ...	98.56

It is reported that the officials of the Canadian Northern Railway expect to handle about twenty-four million bushels of Western wheat this autumn.

Fighting frazil ice has been carried on in some Canadian water-power plants so successfully as to keep the wheels running all the winter by employing heating apparatus, and by a construction which excludes the cold winter air from all parts of the plant. Frazil will not adhere to metal unless the latter is below freezing temperature, and heating devices have been arranged to warm the racks and controlling gates, the parts most frequently clogged, and thus keep them free. The last winter was the first in which the plant of the Ottawa Electric Railway Company made use of heat in fighting frazil, with the result that this was the first winter in which the company had not had to chop ice out of the wheels by hand.—*The Engineer.*

There is a great deal of interesting information respecting the growth of Vancouver in the twenty-first annual report of the Vancouver Board of Trade, just issued.

PUBLIC NOTICES.

THE GRAND TRUNK PACIFIC RAILWAY COMPANY.

Notice is hereby given that the Transfer Books of the Company, so far as regards the Four per Cent. Debenture Stock, will be Closed from Monday, the 17th August, to Monday, the 31st August, 1908, both days inclusive.

Warrants for Interest for the half-year ending 31st August, 1908, will be forwarded on that date to all Proprietors of this stock registered on the books of the Company on the 17th August, 1908.

By order,

H. H. NORMAN,
Secretary, London Committee.

Dashwood House, 9, New Broad Street,
London, E.C., 7th August, 1908.

THE CANADIAN BANK OF COMMERCE.

DIVIDEND No. 86.

Notice is hereby given that a DIVIDEND of Two per Cent. upon the Capital Stock of this institution has been declared for the three months ending 31st August next, and that the same will be payable at the Bank and its branches on and after Tuesday, 1st day of September next.

The transfer books will be Closed from the 17th to 31st August, both days inclusive.

By order of the Board.

ALEX. LAIRD,
General Manager.

Toronto, 21st July, 1908.

Shawinigan Water and Power

Earnings for the six months show a gross gain over 1907 of $68,676.

At the present rate the company this year will take in about $675,000 for the year.

The comparison follows:—

	1908.	1907.
January ...	$55,000	$37,904
February ...	55,450	42,571
March ...	55,520	43,295
April ...	56,050	44,150
May ...	56,185	47,826
June ...	56,600	50,383
Total ...	$334,805	$266,129

Sun Life of Canada.—Several changes have taken place in the headquarters' staff of the Sun Life of Canada. Mr. Robert Macaulay, president and managing director, has relinquished the latter office, retaining the presidency, and Mr. T. B. Macaulay, F.I.A., secretary and actuary, has been appointed managing director, retaining the office of secretary. Mr. Arthur B. Wood, F.I.A., assistant actuary, has been promoted to actuary, and Mr. Frederick G. Cope, superintendent of agencies, has been made assistant secretary.

Vancouver's Stock Exchange.

In the circumstances, it would have been surprising if Mr. Rand, the President of the recently incorporated Vancouver Stock Exchange, had been able to speak in enthusiastic terms of the past year's business. Neither at Montreal nor at Toronto has business been of normal dimensions during the last twelve months, and it would have been strange if Vancouver had fared better than the older institutions. But, as is fittingly stated by a contemporary, it would be a great pity if those who have founded the Pacific Exchange were to allow an abnormal financial period to daunt their courage and let the new institution "slip out of history." Under normal conditions there should be ample scope for the operations of a Stock Exchange in the British Columbia city.

THE BANK OF TORONTO.

Head Office—TORONTO, CANADA.

Capital $4,000,000

Reserve Fund $4,500,000

70 Branches throughout Canada.

London Agents:—The London City and Midland Bank, Limited.

Collections made on best terms and proceeds promptly remitted.

Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

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The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $5,000,000 (£1,027,397).**

President—B. E. WALKER. **HEAD OFFICE—TORONTO.** General Manager—ALEX. LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook, Creston, Dawson, Fernie, Greenwood, Kamloops, Ladysmith, Mission City, Nanaimo, Nelson, New Westminster, Penticton, Prince Rupert, Princeton, Vancouver (3 offices), Victoria, White Horse

WESTERN PROVINCES

Bawlf, Brandon, Calgary, Canora, Carman, Claresholm, Crossfield, Dauphin, Drinkwater, Durban, Edmonton, Elgin, Elkhorn, Gilbert Plains, Gleichen, Grandview, Granum, Hardisty, High River, Humboldt, Innisfail, Innisfree, Kamsack, Langham, Lanigan, Lashburn, Lethbridge, Lloydminster, Macleod, Medicine Hat, Melfort, Moose Jaw, Moosomin, Nanton, Neepawa, Nokomis, N'th Battleford, Norwood, Pincher Creek, Ponoka, Portage la Prairie, Prince Albert, Radisson, Red Deer, Regina, Saskatoon, Stavely, Stony Plain, Strathcona, Swan River, Treherne, Vegreville, Vermilion, Vonda, Wadena, Watson, Wetaskiwin, Weyburn, Winnipeg (8 offices), Yellowgrass

ONTARIO AND QUEBEC

Ayr, Barrie, Belleville, Berlin, Blenheim, Brantford, Cayuga, Chatham, Cobalt, Collingwood, Crediton, De Lorimier, Dresden, Dundas, Dunnville, Exeter, Fort Frances, Fort William, Galt, Goderich, Guelph, Hamilton, Kingston, Latchford, Lindsay, London, Montreal (2 offices), Orangeville, Ottawa (2 offices), Paris, Parkhill, Parry Sound, Peterboro', Port Arthur, Port Perry, Quebec, Rainy River, St. Catharines, Sarnia, Sault Ste. Marie, Seaforth, Simcoe, Stratford, Strathroy, Thedford, Toronto (10 offices), Toronto Junction, Walkerton, Walkerville, Waterloo, Wiarton, Windsor, Wingham, Woodstock

MARITIME PROVINCES

Alberton, Amherst, Antigonish, Barrington, Bridgewater, Charlottetown, Halifax, Middleton, Montague, New Glasgow, Parrsboro', St. John, Shelburne, Souris, Springhill, Summerside, Sydney, C.B., Truro, Windsor

IN THE UNITED STATES

New York, Portland, Ore., San Francisco (2 offices), Seattle, Skagway

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. S. CAMERON ALEXANDER, *Manager.*

Agents in Scotland—Bank of Scotland. *Agents in Ireland*—Northern Banking Company, Limited.

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the North-West Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 480,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.

A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL

H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C.
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont.
Brandon, Man.
Brantford, Ont.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B.C.
Estevan, Sask.
Fenelon Falls, Ont.
Fredericton, N.B.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
" Barton St.
" Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kingston, Ont.
Levis, P.Q.
London, Ont.
" Market Square.
" Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
" St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask.
Oak River, Man.
Ottawa, Ont.
Quebec, Que.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N.B.
" Union St.
Toronto, Ont.
" King and Dufferin Sts.
" Bloor St. and Lansdowne Ave.
Toronto Jct., Ont.
Trail, B.C.
Vancouver, B.C.
Victoria, B.C.
Weston, Ont.
Winnipeg, Man.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES.

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

IMPERIAL BANK OF CANADA.

Capital Authorised	$10,000,000.00
Capital Paid Up	4,860,306.80
Rest	4,860,306.81

Head Office ... ... TORONTO.

Branches in the Provinces of ONTARIO, MANITOBA, SASKATCHEWAN, ALBERTA, and BRITISH COLUMBIA.

Moneys received for transfer to **CANADA**, and Drafts and Letters of Credit issued. In England by **Lloyd's Bank, Limited**, and in Scotland by the **Commercial Bank of Scotland, Limited**, at their Head Office and all Branches.

Special attention given to Canadian Collections forwarded either direct to the Head Office in Toronto, to the Branch in Montreal, . . . or through its Agents in England and Scotland. . . .

A GENERAL BANKING BUSINESS TRANSACTED THROUGHOUT THE DOMINION OF CANADA.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$3,800,000
Reserve Fund and Undivided Profits.	5,000,000
Deposits by the Public	34,000,000
Total Assets	48,000,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and Commercial Letters of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

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BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,260,274 Sterling. Undivided Profits, £143,830 0 0

BOARD OF DIRECTORS.

Rt Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., *Honorary President.*
Hon. Sir GEO. A. DRUMMOND, K.C.M.G., *President.* E. S. CLOUSTON, Esq., *Vice-President.*
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Banking, Insurance and Finance.

The Grand Trunk Half-Year. Faced by the unexpectedly favourable character of the Grand Trunk Railway Company's revenue statement for the past six months, one would naturally anticipate a squeal from those speculators for the fall who never seem happy unless they are attacking the management or the property. In dealing with successive monthly statements during the past half-year, we have repeatedly encouraged the indulgence of hopes that the directors would be able to effect sufficient reductions to pay the dividend on the guaranteed out of revenue, and not have to take advantage of the powers they possess to pay it in the first six months of the year, irrespective of actual results. We have consistently expressed the belief that the final results would probably prove a surprise for both the market and the stockholders. The management of the Grand Trunk Railway Company of Canada is in capable hands, and whilst in fat years the directors have persistently insisted upon devoting large sums to maintaining the efficiency of the vast system they control, in lean years, such as the past, one would naturally expect them to be—as it will no doubt be found they have been—more considerate to the present interests of the proprietors. But it is absolutely impossible to please the critics—a term which is synonymous with bears—for having managed to produce a very material transformation in the appearance of the half-year in the June results, the directors are roundly abused. In one quarter they are accused of a wicked levity, in another their sins are said to be so great as to impair the value of the future publication of monthly revenue statements. In the past, their zeal on behalf of the maintenance of the system in a high state of efficiency has been their undoing—this time the efforts of the directors to maintain the credit of the company is attacked by those irreconcilables, who apparently quite overlook the fact that the directors, whilst impervious to stupid criticism, are quite prepared to render an account of their stewardship to the proprietors in due course.

* * *

More Encouraging Conditions. It must be admitted that the results revealed for the last month of the half-year as disclosed by the half-yearly statement, caused an agreeable surprise to unprejudiced observers, seeing that whilst the published statements showed a decline in the Grand Trunk main line of £532,000, the revenue statement reduces this to £462,000, and a net decrease of £275,000 is converted into the lesser sum of £152,000; whilst, as a writer in a contemporary points out, if the £40,000 set aside last year to Pensions Fund were taken into account, this would reduce the net decline to £112,000. Actually, the gross earnings for the half-year are £2,919,200, of which the working expenses absorb £2,137,300, leaving net receipts aggregating £781,900. Charges, less miscellaneous income, take £485,900, leaving a balance of £296,000. The Canada Atlantic deficiency is £68,900, which is £18,900 less than a year ago, and on the Detroit, Grand Haven, and Milwaukee section £46,600, which is £35,600 higher than in 1907, which make the surplus £180,500, as compared with £315,300 last year. Including the balance brought forward, there is a sum available for dividend of £187,200. The guarantee requires £185,600, the increase in the latter of £20,400 being, of course, due to the recent new issue of this class. The balance remaining to be carried forward is £1,600. No one, of course, expected that either the First or Second Preference issues would get any dividend, and the holders of these two classes are no worse off than they were in 1904, in which year the net receipts for the half-year were £663,700, and the balance available for dividend only £127,300, as compared with £187,200 now.

* * *

A Five Years' Comparison. At the present time it should prove an excellent tonic to the market and proprietors to compare the results recorded for the June halves of the past five years. It shows that, despite the trade reaction, the surplus is over £50,000 in excess of 1904. All our advices from Canada speak hopefully of the outlook, and the trade reports are decidedly more encouraging. The crop is safe, and the West will presently be able to keep the East very busy with the supply of manufactured goods which have been allowed to run very low during the period of inactivity and consequent general contraction. The second half-year has not started very auspiciously, but traffics will presently make a much better showing, and if the company can maintain its earnings for the current six months on the level of 1907—and there should be no insuperable difficulty in this, especially as the Pacific System will now be a direct contributory of traffic—the First Preference stockholders should receive their full dividend for 1908; the holders of the Seconds cannot, we are afraid, count on their full dividend except under the most favourable conditions. The board have, however, already effected very considerable economies, and it is possible that the results of the second half of the present year may provide a valuable object-lesson to those who have allowed themselves to be scared out of their holdings by the tactics of speculators for the fall. It may be worth reminding our readers that a regular service will shortly be in operation on the section of the Pacific System recently opened, and that this feeder of the Grand Trunk Company should have 4,000 freight cars and about 100 locomotives with which to assist in the movement of this year's crop.

* * *

The C.P.R. Dividend. At their meeting held at Montreal last week to consider the all-important dividend question, the directors decided to declare a dividend at the rate of 3 per cent. on the Common stock for the half-year ended June 30th last, supplementing this by ½ per cent. out of the interest from the proceeds of land sales. We dealt with the tabled figures briefly last week. Actually, the gross earnings for the fiscal year ending on June 30th last were $71,384,173. Deducting working expenses, which amounted to $49,591,807, there remains $21,792,366 net revenue. Adding the net earnings of steamships in excess of the amount included in the monthly reports of $1,112,759, and the income from other sources of $1,541,874, the total net revenue aggregates $24,446,999. Fixed charges absorb $8,770,076, leaving a surplus of $15,676,922. From this $800,000 is transferred to the steamship replacement account, $80,000 represents contribution to the pension fund, and the remainder—$14,796,922—is available for dividends. After making provision for the dividends declared for the year there is a surplus left to be carried forward of $5,579,715.

* * *

The Yield to the Investor. Whilst judging the position from the Stock Market point of view, there may be some who think Lord Strathcona's recent warning to the shareholders of the Hudson's Bay Company of the danger of over-estimating the future possibilities applies with equal force to those who are persistent in their efforts to get C.P.R.'s up to the 200 mark again; he would indeed be a churl who could find fault with such an excellent annual statement as that just issued. Remembering that during the greater portion of the period covered by the statement Canada has been suffering from a trade reaction following upon a poor harvest, it must be admitted that the Company has done exceedingly well, and has justified those whose faith in the future of the great system is unbounded. We have never seriously entertained any doubt ourselves, as our readers know, as to the maintenance of the dividend at the rate of 6 per cent. per annum, but we think that a good many people will have given a sigh of relief when they read that the directors had decided to pay the additional ½ per cent. out of the interest received on the proceeds of the company's land sales. It may be of interest to note that the present dividend, which is equal to 7 per cent. per annum, shows a yield to the investor on the basis of the mean quotation, from January 7, 1903, to date, viz., 159½, of £4 7s. 9d. per cent., and at the current quotation, of a few pence over 4 per cent. One cannot help thinking that the present price certainly does not under-estimate the value of the property, especially from the point of view of those who are not disposed to be satisfied with less than 4¼ to 4½ per cent. on their capital. Those who expect 4½ per cent. when they pay the present price for the stock, are actually giving 18 points for the reversion to future benefits, a sum which, if carefully invested, would in a few years amount to a much more considerable total than would be represented by an increase to 7½ or 8 per cent. in the dividend.

* * *

Canadian Market Outlook. According to our latest reports from Toronto there has been a very decided increase of late in investment business on the Canadian Exchanges. Investors in Canada are apparently recognising that current quotations do not correctly represent the intrinsic merits of the majority of stocks, whilst the improvement in trade conditions and the prospects of a bumper harvest are also important factors in the situation. As we showed in our last investment number, the recovery in prices has not made much headway at present, and measured by the mean quotations of the group of securities dealt with in our Index statistics for the quinquennial period, 1903-1907, prices have a long way to go yet before they even approximately reach the levies recorded in 1906. Business is at present almost entirely confined to investment transactions, Bank stocks having been specially favoured; but evidence is not lacking that the general list is beginning to participate in the movement. Prices are now in quite a number of instances at the best points reached this year, and prominent Canadian financial authorities look for a continuance of the upward movement, and expect the latter part of the year to witness a general elevation of quotations.

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Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents.

COBALT.

The total shipments for the week ending August 1 were 1,022,330 lbs., or 511 tons. The total shipments from January 1 to date are 22,569,053 lbs., or 11,284 tons. The total shipments for the year 1907 were 28,081,010 lbs., or 14,040 tons, valued at $6,000,000. In 1904 the camp produced 158 tons, valued at $130,217; in 1905, 2,144 tons, valued at $1,473,196; in 1906, 5,1219 tons, valued at $3,900,000. The mines shipping during the week were:—

	Lbs.
City of Cobalt	42,210
Drummond	63,300
La Rose	285,040
Nipissing	120,600
Nancy Helen	40,000
O'Brien	63,790
Right of Way	121,100
Silver Leaf	61,410
Trethewey	170.250
Watts	54,630

1,022,330 lbs., or 511 tons.

The discovery of rich veins on "R. L. 400 and 401" on the Nipissing property, in territory heretofore never prospected, is of great importance. While the ore does not go to depth, these discoveries will add to the ore reserves. Vein 100, one of the latest discoveries, has been exposed on the surface for 150 feet, 25 feet showing an average width of four inches of very rich ore. Vein No. 101 has been exposed for 30 feet and has two to three inches of ore assaying 5,000 ounces to the ton. Another important development is the striking of ore on the 105-foot level of vein No. 49 at a point 300 feet from the shaft The ore has a width of two to six inches and assays from 3,000 to 4,000 ounces. The ore came in from the bottom, and they had it for 16 feet, at which point it was cut off by a fault, but will probably be picked up again with further development.

It is reported that a rich discovery has been made on the Right of Way at the 146 feet level. A dividend of 7 per cent. will shortly be declared.

SLOCAN-KOOTENAY.

The Kootenay Development Company has taken a lease on the Silver King mine and Hall Mines smelter, and is erecting a pole line to electrify the property, and will unwater by that means levels to depth of 800 feet. This will mean the employment of over 100 men on the mine before Christmas.

NOVA SCOTIA.

Dominion No. 12, the new colliery of the Dominion Coal Co., is some ten miles by the main road distant from Glace Bay and about six miles distant from the nearest other colliery of the company. It will be in operation in September.

Dominion Coal Company's total output for July is approximately 364,673 tons, being 14,000 tons greater than the highest previous record. The best previous month's record was that of October, 1906, when 350,000 tons were produced at the Dominion Coal Company's collieries.

The output compares as follows with other years:—

	1908.	1907.	1906.
January	312,358	252,248	231,606
February	283,858	226,190	225,716
March	344,129	203,194	210,220
April	300,450	316,384	296,417
May	332.588	328,947	323,777
June	342.906	319,560	325,911
July	364,673	321,000	318,291

What is believed to be the first coal mine opened in Canada—nearly one hundred years ago—has been again located, and is now being worked. It is situated near Greener's mine, now owned and operated by the Sydney Coal Company. A good heavy seam of coal has been discovered which the prospectors feel certain will yield them handsome returns The old workings are in as good condition now as they were nearly one hundred years ago.

The Hon. B. F. Pearson, of Halifax, on behalf of Lord Northcliffe, of the Harmsworth Company, has purchased the new Campbellton coal mines. The new Campbellton Company own one of the largest coal areas in Cape Breton, outside those of the Dominion Coal Company. The Harmsworth Company will use this coal in their pulp mills at Grand Rapids, Newfoundland.

GOLD IN ONTARIO.

Two United States men have purchased five gold claims in the Sturgeon Lake district of Ontario. The price paid was $25,000. The showing of gold is rich. One of the purchasers is of opinion that the Sturgeon Lake district will see one of the biggest booms in Canada as soon as communication is opened up by railway. He says he has seen samples of tin brought down from a hundred miles north by Indians and others, who say that there are large deposits of the metal in the district.

Gold, silver, and galena have been discovered in the township of Elzevir, Ontario. This township, which is the easternmost of the third tier in the county of Hastings, has never been thoroughly prospected, although gold, asbestos, and actinolite have been mined in it, and marble quarries at the village of Actinolite have been worked to some extent. From several assays of the gold-bearing rock the returns show from $30 to $35 per ton. One American company has secured 1,000 acres of land in the vicinity, another company has purchased 500 acres, and others have bought 1,000 acres. Active measures will at once be taken for the development of these properties.

THE RESOURCES OF QUEBEC

It has been announced that the Provincial Government of Quebec had decided to send a competent mining engineer to the Chibougamau district to investigate and examine the properties which are reported to contain large copper, gold, and asbestos deposits, and also to examine others that have been discovered more recently. Several important discoveries of copper and asbestos are also reported.

MINING REPORTS.

Camp Bird.—The report for the year ended April 30 states that the profits amounted to £196,178, which, with the amount brought forward, makes a total of £307,415. The total paid in dividends during the year was £164,000, and after allowing for other charges there is a balance of £131,453 to carry forward. Provision for depreciation, £9,383. Ore reserves estimated at 167,829 tons, expected to yield £512,295.

Cobalt Town Site Silver.—"Carload assays 1,192 oz. silver per ton. Assay results very satisfactory." Office Note.—This refers to shipment of 6¾ tons first and 14 tons second class ore made to smelters

Crow's Nest Pass Coal Co., Ltd.—The output of the collieries for the week ending August 7 was 5,886 tons; daily average, 981 tons. Mines idle most of the week owing to forest fires.

With reference to a Reuter's cable received recently in London, stating that the Supreme Court of Canada had rendered a judgment declaring that the Minister of the Interior exceeded his authority in cancelling the Bonanza Creek hydraulic and Klondyke Government concessions for alleged non-compliance with the regulations, a representative of *CANADA* was informed by Mr. Bennett, of Messrs. Harsden and Bennett, the firm of solicitors in whose hands the affairs of the company were placed, that no news of that nature had been received by them, and consequently could not confirm the statement contained in the cable. Mr. Rogers, late secretary to the Bonanza Creek Company, was also unable to confirm the information.

GAS WORKS DEBENTURES.

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REAL ESTATE NOTES.

LAND VALUES IN TORONTO.

Recent sales of city tax lands produced the following prices, which are fairly indicative of the minimum values in the respective localities at the present time:—A lot, 19ft. by 100ft., on the east side of Pape Avenue, north of the Grand Trunk Railway tracks, for $16 a foot. The assessment is $11 per foot and the arrears of taxes $10.24 per foot.

Lot 25, plan 452, south-west corner of Pearson Avenue and Macdonell Avenue, sold for $37 per foot. The assessment is $20 per foot and the taxes $39.26 per foot. The lot is 34 ft. by 136ft.

Lot 20ft. by 110ft., on the south side of Gerrard Street, corner of Marjorie Avenue, for $18 per foot. The lot is assessed at $10 per foot and the taxes amount to $7.24 per foot.

Halifax.—The building operations in the City the past month or two have been lively, though new structures were confined chiefly to dwelling houses of wooden construction, the bricklayers and masons' eight hour day demand having evidently had an effect upon buildings of stone and brick construction. Work is going on in the Court House extension and the Technical College foundation will soon be ready for the bricklayers. The All Saint's Cathedral foundation will soon be ready for the masons.

Work is going well forward on the extension to the Queen Hotel, but that is of concrete and is not affected by the eight hour day demand. It was intended originally that this building should be of brick, but the hitch between the bricklayers and master builders determined that concrete should replace the brick.

London, Ontario.—The Western Real Estate Exchange report the sale of 21 farms in Western Ontario within the past few weeks. The erection of a handsome new apartment house on Queen's Avenue, near Wellington Street, to cost about $50,000 will be commenced soon.

Saskatoon.—Parties from Minneapolis have purchased at $150 an acre half of the north-east quarter of surveyed sections 17-36-5, close to the G. T. P. holdings. The sale is understood to be a cash deal.

Saskatoon Board of Trade believes that the city is going to be a great wholesale distributing centre. Taking Montreal as a basis, Saskatoon absolutely controls all that magnificent territory immediately west of Humbolt, right to Innisfree, a town about 75 miles east of Edmonton, on the Prince Albert line, Saskatoon's territory is north to Rosthern and south to Girvin. At a conservative estimate, the total distributing territory solely controlled by Saskatoon, on goods from eastern points, will be between 45,000 and 50,000 square miles. Within this area is situated what may be classed as the finest and most productive wheat land in western Canada.

Moose Jaw.—The month of June at the land office in Moose Jaw was the busiest ever seen in the office, or for that matter in any land office in Canada. Eight hundred and fifty-two prospective farmers entered for quarter section.

Strathcona, Alta.—The Alberta Public Works Department has purchased property in this city for the erection of a local telephone exchange building at a cost of $10,000. shows very little change from the figures submitted by the assessor, the total reductions made by the court of revision amounting only to $15,085, of which $1,335 was in land values and 13,750 in those of improvements. As the improvements are taxed for only half their value, the changes made by the court of revision represent only $8,210 worth of taxable assessment.

Victoria.—A company has been formed here with a capital of $150,000, which will bulid a number of modern houses of the bungalow type of architetecture in an attractive portion of the city.

The first apartment house in Victoria is to be built shortly at the corner of Douglas and Superior Streets, upon three lots, 158 feet by 165 feet.

The British Columbia Government has agreed to ask the Legislature to advance another ten thousand dollars to the Canada Zinc Company to assist it to start actual operations.

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MEMORABLE ANNIVERSARIES IN THE COMING WEEK.

August 23.—War of American Independence begun, 1775.
Hong Kong taken by Captain Elliott, 1839.
The Arbitrators of the Behring Sea Dispute issued their award, 1893.
Conference at Quebec to decide the Alaska boundary question, 1898.

August 24.—Battle of Bladensburg: General Ross defeated the Americans, 1814.

August 25.—The King (then Prince of Wales) visited Montreal, 1889.
Publication of the report of the Royal Commission on the South African War, 1903.

August 26.—The Duke of Cambridge unveiled the Waterloo monument in the Evère Cemetery at Brussels, 1890.

August 27.—Sir Rowland Hill, originator of the Penny Post, died, aged 82, 1879.
Algiers bombarded by the British fleet under Lord Exmouth, 1816.

August 28.—The *Royal George* foundered at Portsmouth, 1782.
Battle of Kassassin: General Graham defeated Arabi Pasha, 1882.

CANADA AND UNCLE SAM.

"In 1907 the 'balance of trade' between the United States and Canada was," says the *Washington Post*, "favourable to the former and adverse to the latter to the amount of $109,871,452—that is, Canada took from us goods and merchandise worth $183,206,067, while we bought of her products valued at only $73,334,615.

"Some of our learned economic pundits speak very foolishly of 'our trade with Canada,' and of 'Canada's trade with us,' as though in every trade each party to the transaction was not both buyer and seller, and as though it followed that every one who sold could not but gain and every one who bought could not but lose, which would make each party to a trade both a gainer and a loser, though in most exchanges each party to the trade is the gainer, for he has exchanged something for that which is of greater value to himself.

"The hand of fate writ large the relation between Canada and this country. If the French flag had still remained over Cape Breton and Quebec in 1776, the parliament of Great Britain might have taxed this country to the quick without a murmur from Patrick Henry or Samuel Adams. If England had insisted upon what she proposed—to 'throw in' Canada—when the treaty of peace was negotiated, it is not at all unlikely that this country would have become so many states of this Republic.

"If free trade such as that which exists between the States of our Union had been granted to Canada in 1850, long ago Canada would have become so many states of this republic.

"But fate ordered different. To-day there is not a county in England—not Kent nor Dorset, not Hampshire nor Yorkshire—more loyal to the British flag than are Ontario and Quebec and Manitoba.

"And all because of the narrow and shortsighted economic policies of the American statesmen of 1886 and subsequent."

The Imperial Colonial Club was informally opened on Friday last week to the members, and a large gathering assembled. The formal inauguration was to take place on Thursday, August 20.

CANADA KEEPING ITS HORSES.

Mr. T. W. Foster, a well-known horse-dealer of Montreal, discussing recently the fact that the British Government was unable to obtain sufficient horses for its cavalry and artillery, said:—"Years ago there was a big demand for horses for tram purposes in Great Britain and that swept out the big ones. Then there was the Boer War, and that called for lighter ones for cavalry purposes. The result was that there was a general clean-up of Canadian horses, not enough being left for the purposes of the country. The demand for horses is strong just now, and you cannot get the horses. The British Government cannot get the horses, because their price is not high enough, and horses for which they offer $175 can be easily disposed of here for a better price. It is not easy to get a good horse under $200. Naturally, while the demand lasts at home there will be none to send abroad."

The records of the Live Stock Inspectors' office tell with eloquent figures of the astonishing decrease in shipments of Canadian horses. The figures given below are for shipments through the port of Montreal, the biggest shipping point in the country. The office was opened in 1892, and since then the shipments have been as follows:—1892, 1,739; 1893, 16,666; 1894, 5,623; 1895, 13,303; 1896, 10,421; 1897, 10,051; 1898, 5,283; 1899, 4,739; 1900, 2,833; 1901, 1,338; 1902, 549; 1903, 373; 1904, 315; 1905, 626; 1906, 641; 1907, 174. From the opening of navigation to July 1 of this year the horses shipped from Montreal reached the total of only 42.

MANY HARVESTERS WANTED IN CANADA.

Requests for harvesters are pouring in at the immigration bureaux from all parts of the country, and provincial immigration agents report that they could place thousands of emigrants now. Thirty-six thousand, it is anticipated, will be wanted for the harvest, 19,000 for Manitoba, and 17,000 for Alberta and Saskatchewan. A new settlement in Saskatchewan, Strasburg, requires 100 men.

Obituary.

The deaths of the following are recorded:—

The Rev. Canon Arthur Baldwin, for thirty-six years rector of All Saints Church, Toronto.

Rev. B. G. Brown, of Beamsville, Ontario, who was drowned while bathing.

Dr. P. Palmer Burrows, a prominent citizen of Lindsay, Ontario.

Major W. H. Lilley, at Ottawa, who was a prominent figure in military and business circles in Montreal. Through the ranks Major Lilley rose to be Sergeant-Major. He went to England to the Golden Jubilee celebration, and on returning took out a commission. Major Lilley gained the long-service medal. In business he was formerly one of the firm of the Lilley Cameron Cartage Co., Ltd.

Dr. F. C. Newburn, one of the oldest and best-known practitioners in Ontario, who was born in Whitby, Yorkshire, died in Toronto, aged 91.

Mr. George Weiler, a prominent citizen of Victoria, B.C.

Mr. Arthur Standhope Farwell, one of the oldest and best-known residents of the province, died at Nelson, B.C. The deceased was a Dominion and provincial land surveyor, and had resided in Nelson for the last fourteen years, coming to the province from England in the early days.

Mr. William S. Becker, at Winnipeg, manager of the Western Branch of the Royal Trust Company. He was a son of the late Lieut-Colonel Becker, and emigrated in 1873, becoming a chief trader for the Hudson's Bay Company in 1894. Mr. Becker married a daughter of the late Judge McKeaghnev, of Winnipeg.

Mr. John Pope, the City Treasurer of London, Ontario, since 1882, who was born in Surrey in 1834, and emigrated to Canada in 1853. He was a life-long Sunday school worker.

Mr. John Ferguson, who formerly represented South Renfrew in the Legislature of Ontario. Mr. Ferguson was a prominent man in the lumber industry of New Ontario.

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THE RESOURCES OF NOVA SCOTIA.

Agriculture—Fisheries—Mines—Lumber.

The Department of the Interior at Ottawa has issued a pamphlet dealing with Nova Scotia. The pamphlet is attractively produced, and contains much useful information. The many illustrations and the two coloured maps add to the interest of the booklet.

Situated in the temperate zone, from 3 to 6 degrees nearer the Equator than the most southerly point in Great Britain, and almost entirely surrounded by sea, Nova Scotia possesses a temperate, humid climate, well suited to the highest forms of agriculture. The climate is moderate and free from extremes, the average temperature in summer being 62 degrees Fahr., and in winter 25 degrees Fahr. The rainfall averages about 42 inches per annum, providing ample moisture for the growth of good crops and for the maintenance of excellent pastures. Out of a total land area of 14,483,000 acres, about 37.68 per cent. is occupied by farmers. Of the remainder, comprising pasture or wood land, rocky, swampy, or marshy land, about 50 per cent. can be cultivated or grazed. The rest is a rocky, rough area abounding in lakes where prospectors, in search of gold and other minerals, and where sportsmen, in quest of land or water game, find their paradise.

A PLEASANTLY SITUATED HOMESTEAD IN EASTERN CANADA.

An important branch of the agricultural industry of Nova Scotia is the culture of fruit. The principal fruit section of the province is the famous Annapolis Valley, extending from the town of Windsor in the east, to Dogby on the west, a section of about one hunderd miles long by from five to fifteen miles in width. Aside from this valley there are several smaller sections in outlying counties where fruit growing, though yet in its infancy, can undoubtedly be carried on with great success. Apples are the principal product, the greater proportion being well known English and European sorts, such as Ribston Pippin, Gravensteins, Blenheim Pippin, etc., which are sure of a market among English consumers. In small fruits, and in the more perishable of the tree fruits, particularly plums, Nova Scotia growers have a great advantage, inasmuch as the lateness of its season brings on these products at a time when the United States markets are particularly bare of such delicacies. Agricultural land in Nova Scotia varies in price according to locality. In many districts, where mixed farming is carried on, farms may be purchased on very reasonable terms, ranging from £200 upwards, the farms generally ranging in extent from 75 to 150 acres. In the Annapolis Valley, where fruit is cultivated, land naturally fetches higher prices, but the investment is equally good owing to the increased returns, although more capital is required than for mixed farming. The old country farmer, tired of paying rent, cannot do better than invest in a Nova Scotian farm, where he can be the owner of the land, with the surety of securing a good living for himself and family.

The fisheries of Canada are the most extensive in the world, and among the provinces of Canada, Nova Scotia takes first rank. The entire sea coast of the Maritime Provinces, from the Bay of Fundy to the Straits of Belle Isle, covers a distance of 5,600 miles, which is more than double that of Great Britain and Ireland. In 1906, it was estimated that 24,206 men made a livelihood as fishermen, with a total capital involved of nearly a million sterling. Another important industry is that of lumbering, the forest products being valued in 1907 at £750,000. The principal trees are spruce, fir, hemlock, pine, birch oak, and maple. The spruce is now the province's most valued wood; hemlock coming next in order of importance. There is still an enormous quantity of merchantable hardwood untouched, and few parts of the world offer more favourable sites for furniture factories.

The foundation of the recent development of Nova Scotian industries has been the mineral wealth which it possesses. The province is undoubtedly endowed with mineral wealth to an extraordinary degree. The Government owns all the mines, but does no mining, this being left to the private initiative of enterprising capitalists, who can obtain leases of coal, gold, and other mineral deposits. The coalfields are all on the seaboard, the supply being practically inexhaustible, one company alone—the Dominion Coal Company, at Glace Bay, having sufficient coal in their holdings to provide for an output of 3,500,000 tons per year for 1,000 years. Iron is found in large quantities in many parts of the province.

CANADIAN CROP PROSPECTS.

The High Commissioner for Canada has been informed by cablegram from the Minister of the Interior at Ottawa that the heavy rains in Western Canada have stopped the fires in the mountains, and also improved the condition of ripening grain on the prairies.

The Dominion Government crop report down to the end of July indicated an early harvest and an excellent sample of grain, although the quantity would be somewhat lessened by hot and dry weather. Wheat in the prairie provinces is estimated at 110,000,000 bushels; oats, 120,000,000 bushels; and barley, 28,000,000 bushels. The early harvest will have an excellent effect in reducing the cost of harvesting and enabling a large proportion of grain to be brought forward before the close of navigation. New wheat began to reach Winnipeg on the 10th inst.

The wheat shipments from Montreal for the week ending July 18th, nearly equal the combined shipments from New York, Baltimore and Philadelphia.

Mr. F. W. Thompson, vice-president and managing director of the Ogilvie Flour Mills Company, in an interview last week, said:—Advices from our agents all over the North-West report that harvesting is progressing satisfactorily. The yields and quality are turning out quite as well as was expected. The crops in Eastern Canada are also turning out better than was expected, and, including all the provinces, Canada will have this year approximately nearly 100,000,000 bushels of wheat for export, a quantity nearly double that of any previous year. The railways, I am glad to say, are all well equipped to handle the large impending traffic, as they have an abundant supply of available cars on hand. The harvest, speaking generally, is one month earlier than a year ago. With the crops practically made Canada must experience a good time. Attractive prices prevail for all commodities, and this will be very profitable to the producer.

AN INNOVATION IN WHITEHALL.

The presence of a huge buffalo—even if it is but a stuffed specimen—in the window of the Canadian Emigration Offices, is a decidedly novel, if somewhat startling addition to the attractions of Whitehall, and crowds of open-eyed onlookers testify to the popularity of the exhibit. The buffalo was sent from the Government National Park, Banff, and is one of the biggest specimens on record, measuring 9 feet in length, 5 ft. 3 in. in height, and 26 in. across the horns. There is also an interesting show of prairie chickens—the shooting of which during the season, commencing September 15, offers fine sport—and the ubiquitous duck. The adjoining window contains a display of Canadian wheat and oats, on which is fixed a placard stating that "hundreds of millions of bushels of grain are now being harvested in Canada."

UNEMPLOYED IN TORONTO.

According to a Toronto newspaper the Rev. Mr. Findlay estimates that six thousand men are without employment in Toronto, and that four thousand more have only occasional work. "What (says the journal) does this augur for the coming winter? Measures should promptly be taken looking to the relief of a situation which promises to be as distressing as that of last year."

A representative visited Mr. J. Obed Smith, at the Canadian Emigration Offices, in connection with the above paragraph. "I do not know if Mr. Findlay's estimate is correct," Mr. Smith said, "but all I can say in reply is that the Emigration Department never recommends emigrants to go to the cities and towns of Canada. If men are willing to work on the land employment can be found. The vast proportion of men who hang around cities are not of the type of emigrant Canada wants or needs. You can see from the latest reports that farm labourers are badly wanted, and if these men were anxious to get work they could easily do so."

SCOTTISH IMMIGRATION TO CANADA.

Fiscal year	1900-1901	1,476
Fiscal year	1901-1902	2,853
Fiscal year	1902-1903	7,046
Fiscal year	1903-1904	10,592
Fiscal year	1904-1905	11,744
Fiscal year	1905-1906	15,846
Fiscal period (9 mos.)	1906-1907	10,729
Fiscal year	1907-1908	22,223

During the above period 20 per cent. of the arrivals from Scotland made homestead entry in Western Canada. In addition to these, a large number of farm labourers and domestics have settled in other parts of the Dominion.

Copies of the pamphlet on Nova Scotia referred to on the first column of this page can be had on application to the Assistant Superintendent of Emigration, Canadian Emigration Offices, Charing Cross, London, S.W. The Agent-General for the Province, Mr. J. H. Howard, 57A, Pall Mall, London, S.W., will also furnish information.

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SHIPPING NEWS.

SAILINGS.

ALLAN LINE.—From Liverpool to Quebec and Montreal :—
August 27.—R.M.S. *Victorian.*
September 3.—S.S. *Corsican.*
September 11.—R.M.S. *Virginian.*
September 17.—S.S. *Tunisian.*
From London to Quebec and Montreal :—
August 29.—S.S. *Hungarian.*
September 3.—S.S. *Tunisian.*
From Glasgow to Quebec and Montreal :—
August 29.—S.S. *Grampian.*

DOMINION LINE.—From Liverpool to Quebec and Montreal :—
August 27.—S.S. *Vancouver.*
September 3.—S.S. *Dominion.*
September 10.—S.S. *Ottawa.*
September 17.—S.S. *Kensington.*

The passengers of the Dominion liner *Southwark* are coming home in the s.s. *Dominion* of the same line, and are due on Monday. The *Southwark*, which left Montreal on August 8, went ashore in the Straits of Belle Isle, but was soon released and returned to Quebec to go into dry dock for examination. The s.s. *Vancouver* will take the place of the *Southwark* temporarily.

CANADIANS IN LONDON.

The following Canadians have registered at the High Commissioners' Office, 17, Victoria Street, London, S.W.:-

J. R. Lancaster, Tilsonburg, Ont.
H. C. Griffith, Hamilton—Ivanhoe Hotel.
F. E. Leather, Tilsonburg, Ont.
S. Bruce, Hamilton—Kingsley Hotel.
W. Hanson and Miss B. Hanson—99, Gresham Street, E.C.
R. S. Lea and T. M. Fyshe, Montreal—Morley's Hotel.
Mrs. W. J. Logan and Miss E. Toynott, Montreal—3, Osnaberg Terrace.
Rev. Dr. Bryce, Winnipeg—Imperial Hotel.
R. Bickerdike, M.P., and the Misses Bickerdike, Montreal—Great Central Hotel.
Mrs. J. B. and Miss M. O'Brien, Toronto—Abbotsford Hotel.
Miss Campbell, Colborne—Abbotsford Hotel.
F. P. and C. G. Toms, and C. Kiddy, Toronto—Howard Hotel.
D. F. Oldfield, Winnipeg—5, Pump Court, Temple.
H. E. Walker, Montreal—c.o. Bank, B. N. America.
L. Brown, Owen Sound—15, Torrington Square.
Rev. T. Allen, Petitcodiac—29, Mecklenburg Street.
Mr. and Mrs. H. H. Williams, Toronto—Grand Hotel.
W. C. Gowland, Toronto—10, Bedford Place.
G. B. Taylor, Toronto—Howard Hotel.
J. W. Ross, Toronto—Savoy Hotel.
H. T. Beck, Toronto—Metropole Hotel.
Mrs. T. P. and Victor J. Blackwell, London, Ont.—3, Bedford Place.
B. B. and Mrs. Barnfield, Montreal—Arundel Hotel.
Miss H. B. Woods, Sherbrooke—Carlton Hotel.
J. G. Kingswell, Toronto—c.o. Parr's Bank.
Mrs. G. and Miss and Master O. Wright, and Miss A. McConnell, Toronto—First Avenue Hotel.
A. Muer, Montreal—Douglas Hotel.
L. V. Percival, Toronto—41, Althorp Road, S.W.
J. Morris, Montreal—6, Montague Street.
Mrs. H. J. Sadler, Montreal—6, Montague Street.
E. Ponlin, Richmond, Que.
C. Johnser, Ottawa—44, Lawford Road, N.W.
D. H. McLeod, London, Ont.
C. A. Wilkins, Norway House—31, Garfield Avenue.
Brigadier-General Laurence Buchan, C.M.G., A.D.C. Montreal—Grand Hotel.
H. Creagen, Ottawa—York Hotel.
Dr. R. E. McConnell, Montreal—Bedford Hotel.
C. R. Black and Mrs. Black, Montreal—7, Endsleigh Street, W.C.
Miss E. Charleson and Mr. and Mrs. R. B. Mackedie, Vancouver—Portland Hotel.
J. J. Turner, Peterborough, Ont.
C. L. Tiffin, Montreal—Grand Hotel.
Douglas G. Ross, Toronto—Savoy Hotel.
Major J. C. O. Mack, Ottawa—Caledonian Club.
J. M. Clark, Toronto—Metropole Hotel.
J. J. Morrison, Hamilton, Ont.—Metropole Hotel.
Mr. and Mrs. M. P. McElkimey and Miss I. Jenkins, Ottawa—Glenburn Hotel.
J. H. McClure, Halifax—Cecil Hotel.
H. L. Kerr, Toronto—Metropole Hotel.
J. A. Thomson, Toronto—Howard Hotel.
F. Barnes, St. John, N.B.—Commercial Road.
Mrs. O. H. and Miss H. Baynes, Montreal—12, Leinster Square.

Two illustrated pamphlets, dealing with the provinces of Nova Scotia and Prince Edward Island, and British Columbia, have been issued by the Department of the Interior at Ottawa. These pamphlets are excellent and artistic productions, containing much useful information, including coloured maps of the provinces dealt with. They can be had free of charge on application to the Assistant Superintendent of Canadian Emigration, Charing Cross, London, S.W.

ANSWERS TO CORRESPONDENTS.

Replies to Queries from Correspondents are not made by letter except in very exceptional cases. Copies should be kept of all letters of inquiry, and each question should be numbered. Letters, which should be addressed "Financial Editor," should be accompanied by the Special Coupon to be found in another part of this issue.

M. C. (Tiverton).—Mr. J. A. Ruddick, the Cold Storage Commissioner of the Dominion Government, whose headquarters are at Ottawa, states that the safest average temperature for apples to be kept for a long time in cold storage is 31.34 Fahrenheit; for a short term 40.45. Write him direct for the additional information.

T. G. (Manchester).—The Canadian annual national Exhibition is held at Toronto in September on grounds covering 200 acres. The permanent buildings are valued at $1,500,000, a large space being devoted to machinery and industrial exhibits. It is open two weeks, and the attendance last year was nearly a million. Address Dr. Orr, the manager, Toronto.

M. W. (Worcester).—St. Catharines, Ontario, is a principal centre of the fruit-growing industry of Ontario. It is on the Grand Trunk Railway, about 400 miles from Montreal, and can be reached by boat from Toronto in three or four hours.

C. T. G. (Cardiff).—The quickest way to reach Sydney, Nova Scotia, is to take one of the steamers leaving Liverpool on Friday, which calls at Rimouski to land the mails. From thence you can take the railway to Sydney, and avoid going on to Quebec and back again. Some of the slower steamships go direct to Halifax in the summer months. In the winter the fast steamers call at Halifax to land their mails.

A. C. G. (Sydenham).—The Canadian flag is the Dominion flag, consisting of the Union Jack on the upper left corner of a red ground, with the Dominion coat of arms inserted in the right-hand lower corner of the red ground. It is not a naval flag.

A. F. (New Cross).—There are several tobacco manufactories in Canada. At Montreal, where you can go direct by steamship, we may mention among others J. M. Firtier, 418, Notre Dame Street West; Sir W. C. Macdonald's factory, 64, Notre Dame Street West; Davis and Sons, St. Antoine Street. In Hamilton, 400 miles west of Montreal, is the big factory of Tuckett and Sons. Should advise your trying Montreal first.

FRUIT FARMERS IN B.C.

What class of men make the best success of fruit growing in British Columbia? is a question which is not infrequently heard and which is more or less difficult to answer. In this connection, however, those best informed will tell you that intelligence is far more important than experience. Some of the most successful fruit growers in the province are men who had practically no knowledge of the art before embarking in it here, but who were possessed of sufficient business training to enable them to apply sound business methods in conducting their fruit-growing enterprise. The fact that they did not pretend to know anything about the profession made them willing to begin at the beginning and learn the business along improved modern lines, and the fact that they had nothing to forget made this comparatively easy. The Old Country or Eastern farmer who formerly managed or mismanaged a small fruit plantation "on the side" is the most difficult individual to lift out of the old rut and start along correct lines where up-to-date methods are employed and where conditions and requirements are entirely different to those obtaining in his former surroundings.

It is therefore necessary that the man who would be a successful fruit grower in British Columbia should almost entirely discard his preconceived ideas of methods of cultivation and best varieties and for a short time become a student of British Columbia's soil, climatic conditions, and market requirements, and after he has obtained a general knowledge of these things as applied to the fruit growing areas as a whole it is further necessary that he make a special study of the individual locality in which he expects to operate. Varieties which are a success in one part of British Columbia may be a decided failure in others, and the methods of cultivation require to be varied accordingly.—B. C. *Saturday Sunset.*

GROWING POPULARITY OF THE ST. LAWRENCE.

For years it was, almost without exception, the universal custom of business men and others in the United States to travel via New York or Boston to the Mersey, but a change, gradual yet steadily increasing, has been taking place in the routes selected by the passenger to and from America. The change became more marked when turbine steamers were placed on the Canadian route. These vessels were found to be—as was generally anticipated—equal in their accommodation to any boat on the New York route, and owing to the actual novelty of travelling by a turbine-propelled steamer they immediately became popular. It is characteristic of the American that he loves whatever is new, and as he could only travel on these steamers from Canada (for at that time there were no turbines from New York) he made the experiment. It resulted in his discovery of what has proved to be a new era in ocean travel. The vessels were acclaimed as opening up great possibilities. To many travellers from the Western States the St. Lawrence route had previously been unknown, but as they proceeded on their voyage they realised that it surpassed all others in beauty and interest. Picturesque and busy Montreal, quaint old Quebec with its imperishable historical landmarks, then onwards towards the Straits of Belle Isle, a panorama of magnificent scenery—these have been powerful factors in popularising this route to North America.

There is, however, an additional and important reason why it enjoys so much favour, for the St. Lawrence provides the shortest open ocean distance across the Atlantic, and it not infrequently happens that the traveller on business or holiday must, owing to the limited time at his disposal, select the speediest route to his destination. Leaving Montreal a day later than the vessels from New York, the Allan line steamers are able to land their passengers first, while via Montreal two days are spent in the calm waters of the Gulf and River St. Lawrence, considerably shortening the actual open ocean distance when compared with the New York route.

Many American and English tourists now arrange to use the St. Lawrence route one way, even if their itinerary includes travel in the Southern States.

CANADIANS HONOURED IN THE UNITED STATES.

The following Canadian gentlemen are the present Presidents of American institutions: Mr. W. McNab, principal assistant engineer, G.T.R., Montreal, elected President of American Railway Engineering and Maintenance of Way Association; Mr. J. H. Callaghan, general storekeeper, C.P.R., Montreal, elected President of Railway Storekeepers' Association; Mr. W. J. Camp, superintendent C.P.R. telegraphs, Montreal, elected President of Association of Railway Telegraph Superintendents; Mr. H. H. Vaughan, assistant to Vice-President, C.P.R., Montreal, elected President of American Association of Master Mechanics, and Mr. James Powell, chief draughtsman, motive power department, G.T.R., Montreal, elected President of Association of Railway Club Secretaries.

The four latter gentlemen are all members of the Canadian Railway Club.

FARMING PRODUCTS OF ONTARIO.

The census and statistics office in connection with the Department of Agriculture of Ontario, in the July monthly bulletin on the condition of the crops and live stock in Canada, estimates the average yield of fall wheat in the Province of Ontario at 25 bushels per acre, and oats from 35 to 40 bushels per acre. The average for the Province of the hay and clover crop is estimated at about 1½ tons per acre. The number of swine in the Province are reported as 1,974,183, as compared with 2,049,666 last year. All other descriptions of live stock have increased considerably in number over 1907.

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SURVEY OF THE BAY OF FUNDY.

The Tidal and Current Survey of the Marine and Fisheries Department have just issued a publication that is valuable and interesting to mariners, giving clearly printed tables showing the hourly direction and velocity of the currents and time of slack water in the Bay of Fundy and its approaches. This includes the whole extent of the steamship route from Cape Sable to St. John. Accompanying the tables is a chart of the Bay of Fundy.

The information contained in the publication is based on observations carried out under the supervision of Dr. W. Bell Dawson, the director of the Survey of Tides and Currents, during the years 1904 and 1907. Dr. Dawson has had long experience in such work.

CANADIAN IMMIGRATION RETURNS.

The decrease in the number of immigrants arriving at ocean ports for the month of June has been the subject of comment among Canadian shipping men, and was emphasised by the issuing of the figures by the immigration department. For June the total immigration into Canada from European countries was 15,637, compared with 37,643 for June of last year. This shows a decrease of 58 per cent. June has merely followed the lead of its predecessors in this calendar year. The total immigration for the first six months of 1908 was 96,119, as compared with 169,419 for the same period of 1907, a decrease of 43 per cent. Canada is not alone in the falling off of newcomers to her shores. The United States is in a similar predicament, the decrease for the first six months being very noticeable. It has been estimated that if there is not a decided increase in immigration during the next half year, over what is shown for the previous six months, the total immigration for 1908 will fall short of 400,000. A significant feature of the United States situation is that almost double the number of steerage passengers have returned to their previous homes in Europe as compared with the number of aliens who have passed through Ellis Island, New York, during the same period. For the first six months of this year the exodus has been twice as great as for the whole of last year.

THE ASIATIC IN VANCOUVER.

Mr. Bethune, the Mayor of Vancouver, in a recent conversation at Winnipeg, said:—"There are 5,000 Japanese, 2,000 Hindoos, and 6,000 Chinese in Vancouver at present. We don't want any more in the province, as we want a White British Columbia. There is plenty of white labour now at the Coast, and there is no further need for the Asiatics.

"The caste system prevails among the Hindoos in Vancouver as it does in India. These people, even when working in the mills, may be seen eating in separate groups. They never eat meat. They usually carry with them a bannock made of flour and water, and when hungry eat this. No people can do much work on that kind of food. The Japanese are most progressive and energetic, and will be a success anywhere. They are entering all kinds of business, and have even established a bank of their own in the city. The Chinamen are the best class of Asiatics we have at the Coast. They are good workers, and do not branch out into business as do the Japanese. Nevertheless, we don't want any more. The trouble which occurred there some months ago has passed, and all is quiet. No further disturbance is anticipated."

The *English Illustrated Magazine* for August contains among other features, a number of readable stories and articles.

The Royal Mint at Ottawa for the first six months of its history ending June 30 has produced $313,338.35 in silver coins and $16,121.26 in bronze.

Prospectors returning from Lac Rouge, near Prince Albert, Saskatchewan, bring with them samples of copper ore and gold bearing quartz. The copper ore is rich in molybdenum.

A rich marl bed has been discovered in Kitley township near Smith's Falls, Ont. A Smith's Fall resident has sent examples of it to the Provincial analyst, and they were shown to contain a high percentage of chemical matter for the manufacture of cement. The size and depth of the marl lake guarantee an unlimited supply. If it is proved that cement can be made from it, a company is likely to be formed to manufacture it, as the demand for cement is greater now than the supply. This marl bed is said to have been first discovered in 1798, when it was surveyed.

The last of the immediate family of Louis Riel, the rebel leader, who helped make history in 1860 and 1885, in the Canadian North-West, passed out of this world when his only remaining son, Louis Riel, died at St. Boniface Hospital, Winnipeg, of a complication of diseases.

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NOTES OF THE MONTH.

Steel Works for Vancouver Island. Mr. J. T. Shadforth, the well-known British iron master, has been touring up and down the Pacific Coast in search of a suitable site for the erection of steel works. He was told by a prominent American iron master: "You will never find the capitalist with the nerve, experience, and ability to start a pioneer industry so far from London or Pittsburg." But Mr. Shadforth was not to be easily discouraged, and stuck to his quest. He was at first inclined to think of the State of Washington. But, though coal is plentiful there, little of it is of such a nature as to coke for blast furnace use, it being too high in ash. Coke, Mr. Shadforth pointed out in the course of an interview, plays two important parts in pig iron manufacture, first as fuel, second as flux. It is, therefore, a serious point to be considered in connection with a choice of coal. Then with regard to iron ore, various grades of which are required in operating large works, it is always advisable when choosing a site for works to have the mines as near as possible. To get all your material without much transportation is, of course, very necessary for success. British Columbia can bring together 75 per cent. of the material needed for iron and steel plant very cheaply, but two things are lacking, a certain quantity of hematite and manganese. These would have to be obtained from Japan. Mr. Shadforth thinks that the day is not far distant when both these requisites may be found in Vancouver Island which, in his mind, is the most advantageous site for his purpose. A prohibitive price, he says, is to be placed on all ores exported from British Columbia, which certainly will affect very seriously any attempt to commence the steel industry in or near Seattle. The Canadian Government offers a bonus of about $3 per ton on all steel manufactured from the ores of the country, and, with the threatened export tax on raw materials taken out of the country, and the cheapness with which the raw materials can be assembled, such works will control, when once in full operation, the Pacific Coast trade.

* * *

The Winnipeg Destructor Difficulties. We have often pointed out in these columns what a wide field there ought to be in Western Canada for the installation of incinerators or destructors made by such British firms as Heenan and Froude or Hughes and Sterling. The point has been emphasised at Winnipeg, where, as our readers doubtless know, there has been trouble over the incinerator that has been installed there. The Board of Control at Winnipeg elected to have an incinerator plant installed by the Decarie Manufacturing Company of Minneapolis. The plant has not given satisfaction, and there is likelihood of a law suit between the city and the company. Mr. Richard A. Taunton, the representative of Messrs. Heenan and Froude, offered, it will be remembered, when the question of installing an incinerator plant was before the Board, to pay for a representative of the Board being sent to England to see one of this firm's incinerators at work. But the Board decided in favour of the Decarie Company. Mr. Taunton has now written to the Board of Control suggesting that a further continuous test of the Decarie incinerator should be made, for sixty or ninety days, under the supervision of the city engineers, and that periods of good and bad weather and good and bad refuse should be included in the test; also that not only should all refuse be weighed into the incinerator, but that all the ashes and everything that passes through the grates should be weighed and samples analysed. This is, of course, the only true way of determining whether there is complete and satisfactory combustion of refuse or not. The smoke from the stack should also be analysed, in order to ascertain whether the gases are properly consumed, or whether it contains any of the poisonous carbon monoxide. Mr. Taunton points out that his firm would never dream of asking that a destructor should be accepted on a twenty four hour test. In conclusion Mr. Taunton points with pardonable pride to the destructor which his firm recently erected for Richmond, New York, and which is giving every satisfaction. Of course, Mr. Taunton has nothing to gain by urging the Board of Control to do something in the interest of a rival firm; so it is quite fair to surmise that he asks for a proper test in order to show that the Yankee firm cannot come scatheless through the ordeal, while his own firm would welcome such a test being applied to one of their own incinerator plants. We sincerely hope that Mr. Taunton's suggestion will be adopted. If it were, and the test were to prove that the Decarie plant will not do what its manufacturers claim for it, then it will be best, for the sake of peace, and for the sake of Winnipeg's health record, that the plant should be sold to some one who wants it—if there be any one—or be got rid of as old iron at any price.

* * *

Canadian v. American Wood. The School of Practical Science at Toronto is doing really good work in making careful and accurate tests of material. From all parts materials are sent to the school to be tested. An interesting instance of the work by the School was afforded the other day. In the plans of a certain public building, Georgia pine, a costly product, was specified for certain pillars and beams. Application was made to the civic authorities to use British Columbia fir, and the applicant offered to show that the Canadian wood was quite as able to bear a heavy strain as the American. The test was agreed to, and two stringers, one of fir and the other of pine, were selected haphazard. They were sent to the School of Practical Science, where tests were made. At a certain pressure the Georgia pine snapped like a carrot, while the British Columbia fir showed only a slight deflection and a little splintering. In these columns we have frequently urged the value of Canadian timber, and the need to preserve the forests from wasteful consumption. We welcome the test as a proof that Canadian timber is equal, if not superior, to American, and also as an encouragement to the care of forests and the need of reafforestation.

* * *

Poles for Overhead Transmission Lines. The extension of the uses of concrete in the last few years has been remarkable, and perhaps nothing is more striking than its use for such purposes as the manufacture of poles of great height, and pipes to withstand great pressure. Electrical engineers, as well as telegraph engineers, have been much concerned in the attempt to choose a suitable material from which to build the poles for supporting overhead transmission lines, and although the general practice inclines alternately towards wooden, iron, or steel poles, the controversial problems still remain unsolved. Wooden poles are probably most popular, but in cities—particularly in America—electric railway companies frequently use poles of iron pipe, or built of T iron, or other structural shapes. Some important transmission lines are beginning to place circuits or steel towers, built of rolled steel, using four to six supports per mile. The idea of building these poles of concrete has been put to practical test in Canada, where solid concrete poles are being introduced for supporting the overhead transmission lines from Niagara, and for the support of the overhead telegraph lines also in Switzerland, where hollow concrete poles are being fixed. Poles for carrying wires have to sustain stresses induced by the suspended wires and wind pressure. For long-distance transmission the reinforced concrete pole offers advantages which certainly earn for it the attention of engineers. The solid reinforced concrete pole, such as is employed in Canada, does not appear to be altogether satisfactory, the cost of such poles being too great. Beugeat once attempted to surround the ordinary wooden pole with a casing of concrete.

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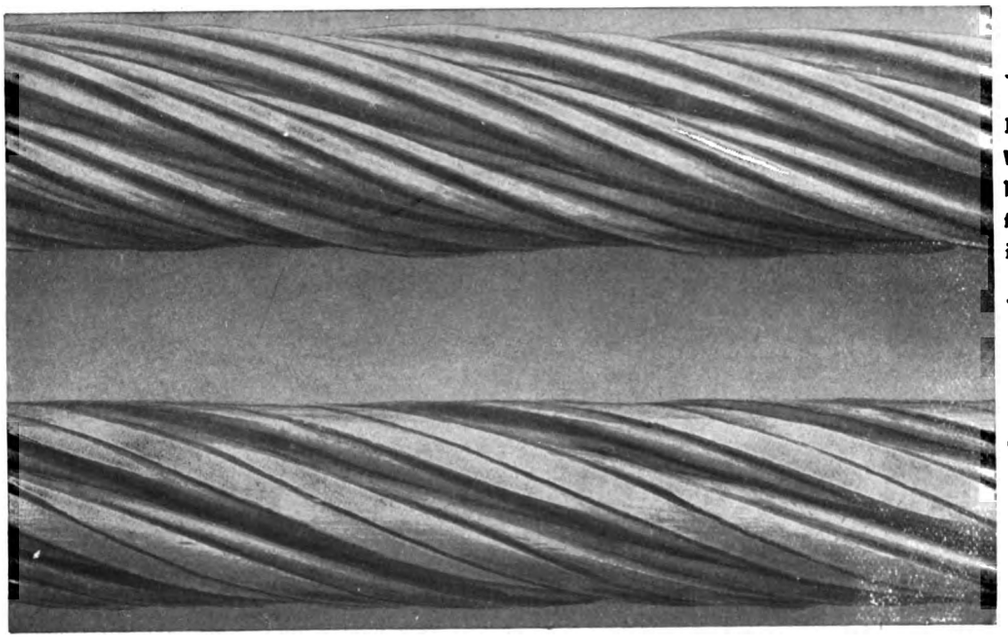

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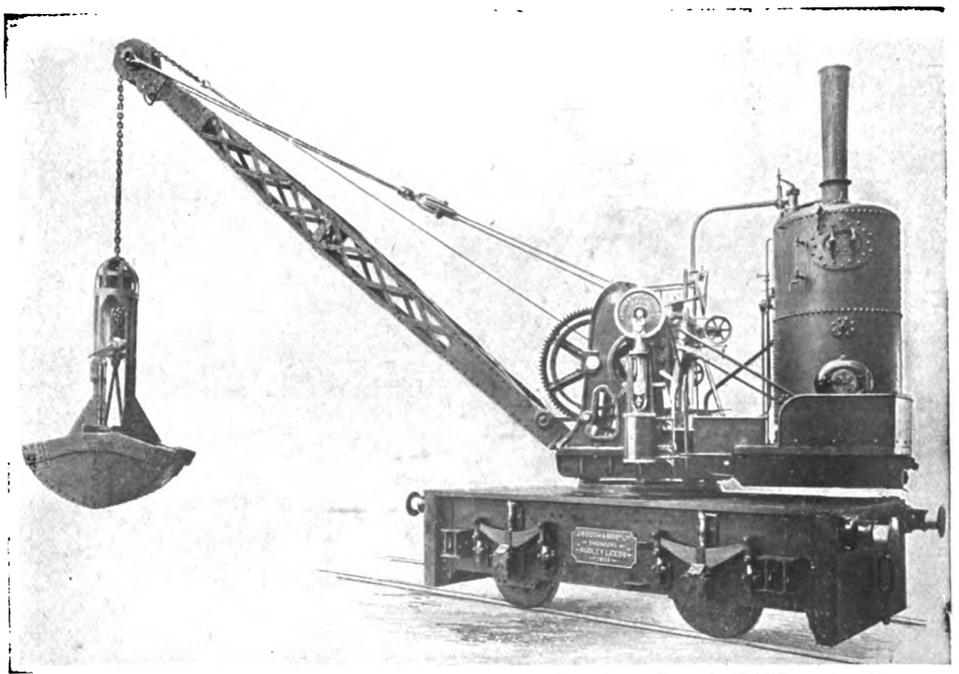

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NOTES OF THE MONTH. (continued.)

The manufacture, however, was expensive and the results were not satisfactory, for in the course of time the embedded wood swelled and decayed, and sometimes cracked the pole. The strength disappeared as soon as the wood decayed. As an outcome of this experiment reinforced concrete was tried. The difficulty, however, was to construct a reinforced concrete pole which should be light in weight, and economical as regards material and cost of manufacture. There is no particular difficulty in casting a reinforced concrete pole if it is solid, but when the endeavour is made to manufacture a hollow pole, difficulties immediately stand in the way. Short lengths of poles or pipes have been cast between an inner core and an outer casting of metal; but this is difficult, especially when reinforcements are introduced into the narrow space between these two sheetings. The difficulty becomes overwhelming when a long hollow pole is to be cast. Consequently the inner core had to be left within, and the weight had also to be considerably increased beyond what was necessary. The first cost of such poles was greater than that of iron poles, so that their use was only experimental, except for high-power transmission lines, for which solid reinforced concrete poles have been found of practical service. But the difficulty of manufacturing hollow reinforced concrete poles for tramway work or for distribution lines seems to have been well overcome by a Swiss engineer, who has just introduced his method into England. The process consists in pressing concrete on to a sheet metal core, which is surrounded with a skeleton reinforcement consisting of longitudinal rods and spirally wound wire. The skeleton so formed becomes completely embedded in concrete, and when this is set the internal sheet metal core is withdrawn, leaving a hollow pole of reinforced concrete. Poles manufactured by this process have already been used on distribution lines in Switzerland, and tests conducted upon poles of standard construction have established a safety factor of 5.5.

* * *

Steel Shipping. The building of a steel schooner at New Glasgow is noteworthy, not only because it is the first time that a steel sailing has ever been built in the Maritime Provinces, but also because it shows that Nova Scotia is making a serious attempt to revive its ship-building industry. Time was when it was estimated that as many as five hundred square-rigged vessels were owned in the Province. In 1866 it was stated that the people of Nova Scotia owned more than a ton of registered shipping per head of the population. Even as late as 1878 Canada stood fourth among the ship-owning countries of the world. Now she is tenth. It is true that the number of her vessels has increased, but her registered tonnage has fallen off more than forty per cent. Nova Scotia is admirably suited to ship-building; the raw materials are close at hand; but what is lacking is the engineering plant. The Province in the days of wooden ships could hold her own, but now that she has to import plates, etc., for steel-sheathed vessels, she cannot compete with success. Hence she is clamouring for a bounty on home-built shipping.

* * *

The Cornwall Canal Repairs. In our last Engineering Supplement we gave an illustration of the subsidence of the embankment separating the Cornwall Canal from the St. Lawrence. The illustration showed the ruins of the bridge and the overturned pivot pier, and the breach made by the invading waters in the canal bank. This week we give an illustration which may be called the sequel to the other. It shows the means adopted to repair the big break in the embankment. That the work was done in three weeks reflects the highest credit on the Department of Railways and Canals. Fully appreciating the costly delay to the shipping and manufacturing and other interests, the Department immediately took steps to restore navigation by providing a temporary channel to pass by the break. Mr. J. L. Weller, one of the Department's most trusted canal engineers, was sent for. He was 300 miles away at the time, but at once answered the call, and lost no time in adopting a plan of operations. At the end of eight days' unintermittent labour he had cut off the break in the bank, filled the reach with water, and had two dredges at work making a temporary channel. All available men and horses in the district were pressed into service, and soon he had nine hundred men at work, working in three shifts of eight hours each. Thus there were 300 men always at work day and night. He built a temporary dam of cribbing filled with stone around the break and, on its completion, filled the canal, and started a dredge working at each end of the temporary channel. These dredges completed their work in about six days, so that navigation was restored in the space of sixteen days after the disaster.

* * *

The New Quebec Bridge. The Dominion Government is evidently determined that the new bridge at Quebec shall be a success. We noted some weeks ago the fact that they had had prepared plans of various bridges to assist in the discovery of the weak points of the bridge that fell; and now it is announced that the Minister of Railways has appointed a board of engineers to prepare drawings for a new bridge. The Board is to consist of an Englishman, an American, and a Canadian. They are to be given an absolutely free hand, and are not only to design the bridge, but also to supervise the construction. The combined skill of the engineering talent of the three countries ought surely to bring about a satisfactory result.

THE CORNWALL CANAL DISASTER: BIRDSEYE VIEW OF OPERATIONS NECESSARY TO REPAIR THE EMBANKMENT.

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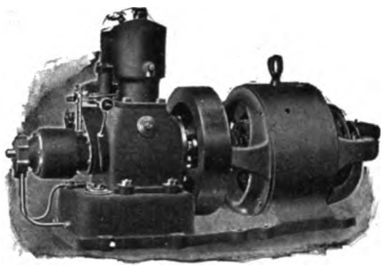

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WINNIPEG ANNUAL EXHIBITION.

OVER one hundred thousand persons visited the Industrial Fair held in the present commercial metropolis of Western Canada last month. Next to the annual exhibition held yearly in Toronto, in September, this is the most important affair of its kind held in the Dominion. Distances are so great in Canada—Winnipeg is over 1,000 miles from Toronto, and about 1,500 miles from the Pacific Coast—that a far larger proportion of the residents of Western Canada and the bordering States in America are seen in Winnipeg in July than are able to reach Toronto in September. At Winnipeg it is the object of the organisers to keep the agricultural population in touch with the latest developments in science which can be made of practical use in carrying on the many branches of what is roughly called "the farming industry." Social attractions and amusements are not neglected, but they do not attain to anything like the prominence given them during the two weeks' carnival in Toronto.

On the closing day at an entertainment given by the directors, Dr. Bell, the manager of the exhibition, stated that the fair had reached the stage when the present buildings were not sufficient to properly accommodate all the exhibits, and hinted that an effort would be made to have some new buildings complete before the exhibition of 1909.

This year one of the principal features of the exhibition was a series of tests as to the usefulness of the motor for ploughing and various phases of agricultural work. Speaking generally, labour of the right kind is always scarce in the West of Canada between seeding time and harvest, and nowhere in the world is there more interest taken in the development of labour-saving devices. In one of the motor competitions British manufacturers were represented. Messrs. Marshall, Sons, and Co., of Gainsborough, Lincolnshire, sent a 30-h.p. paraffin engine, and a Bedford firm sent their "Universal" motor. In the agricultural motor contest the score card upon which the decision was based called for a possible total of 140 points, divided as follows:—

Fuel economy	20
Hauling capacity per h.p	15
Distance without replenishing gas	5
Distance without replenishing water	5
Turning	10
Protection of working parts	5
Accessibility of all parts	10
Travelling speed	10
Ease of handling	10
Clearance of working parts from ground	5
Steadiness of running for belt power	10
Selling price, f.o.b., Winnipeg	10
Total	140

The Kinnard-Haines outfit, called the Flour City, which won the first prize, is a 30 horse-power, 4-cylindered tractor, and scored 117.6 points out of a possible 140. The second prize went to a 15 horse-power, single-cylindered engine built by the International Harvester Company, of Hamilton, Ontario, and scored 117 points, while the Marshall engine, a two-cylindered, 30 horse-power tractor, scored 108.3. No outfit scored less than 100 points. The selling price f.o.b. Winnipeg of the respective winners in the order named are, $2,270, $1,800, and $2,700, while their weights, equipped with fuel and water, are 13,530lbs., 9,920lbs., and 10,680lbs. respectively.

A local expert, in describing the trials, says:—"Owing to the recent rains the roads were in a fearful state, and it is safe to say that the motors that travelled safely over them can go over, or rather through, any roads they are likely to encounter in the West. Six machines made the attempt, and four of them arrived without any mishap, all three of the International Harvester Company's and the Marshall being the lucky ones. The other two, being much heavier machines, experienced difficulty in keeping on top of the grade. Each machine in turn weighed in its fuel, selected its land, hooked on its ploughs, and started on its test of two hours' ploughing. At the conclusion of the time the land ploughed by each machine was measured, and the result was arrived at by comparing the amount ploughed in the two hours with the quantity of gasoline burned, allowance being made for the size and cost of the outfits and for the fact that the Marshall motor, from England, burns coal oil, a cheaper fuel than gasoline."

This authority gives the palm for straight ploughing to the Transit Thresher, of Minneapolis, which did fine work along that line besides travelling at high speed and doing good ploughing. This engine is equipped with a small pilot wheel away ahead of the other four, and this wheel, by an ingenious arrangement of cables, travels along the furrow and steers the front wheels of the engine. In the popular judgment the palm for the best breaking was given to the smallest of the International engines, a 15 h.-p. single-cylindered engine drawing a three-shared plough.

The Winnipeg Exhibition this year was of special interest to British investors as well as to manufacturers, for during the week it was in session the Winnipeg Real Estate Exchange was brought into existence as the result of a meeting of over one hundred delegates from Regina, Calgary, Edmonton, Saskatoon, Fort William, Port Arthur, Brandon, and other growing Western centres.

It is expected that this organisation will be a means of developing the interest which British capital is taking in the opportunities for investing money on cultivated land and well-let freehold property at higher rates of interest than are obtainable on leaseholds in the United Kingdom. Its officers are: R. D. Waugh, Winnipeg, president, G. S. Houston, Regina, Sask., first vice-president; honorary secretary, Hugo Ross, of Winnipeg; honorary treasurer, N. T. MacMillan, of Winnipeg.

THE AGRICULTURAL MACHINERY SECTION AT THE WINNIPEG EXHIBITION.

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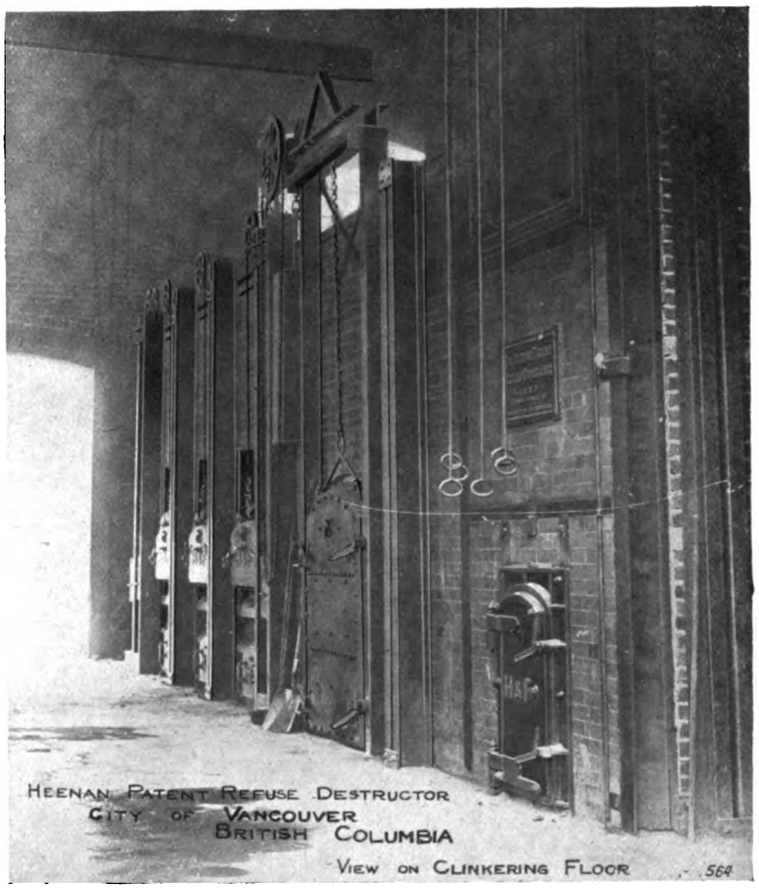

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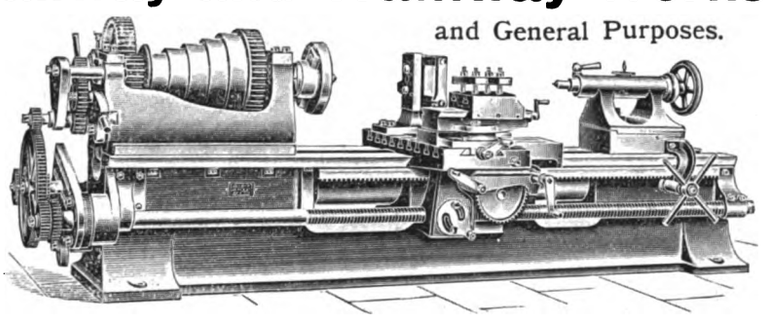

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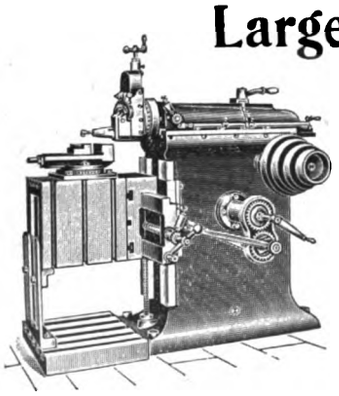

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GERMANY AND CANADA. By Dr. Louis Elkind.*

WHATEVER may be said of Germany's management of her own colonies, there can be no doubt that German tradesmen, merchants, and financiers have reaped a rich harvest in some of the British colonies, especially in Canada and British South Africa, thus adding materially to the Fatherland's prosperity; moreover, a great impetus has been given in this way to German commerce and industry in general, and vast new fields of enterprise have been opened up. The bulk of the wealth and of the business of British South Africa is at the present time in the hands of foreigners, Germans in particular. It is to be hoped, therefore, that Canada will not render herself liable to the same degree of reproach. But properly to understand the Fatherland's political and economic relations with Canada it is essential to point out that the depression in trade which followed the great American financial crisis of last autumn affected Canada quite as severely as it did other nations, and the situation was aggravated by a comparatively small harvest. The scarcity of money and the increased cost of articles of consumption, together with other consequences of the panic which convulsed the markets of the world, went far towards paralysing Canadian industry and commerce. But a disease is judged not so much from the symptoms which it presents as from the consequences which it leaves behind. And so far as Canada is concerned, there cannot be the slightest doubt that the consequences, many of which, it is true, still prevail, of the American crisis are of only a transitory character, and such as the tremendous reserve strength of the Commonwealth will overcome quite as a matter of course. It is true that the recent strikes, and, in addition, the fact that the Government have been asked to suspend for a year the preferential tariff which the United Kingdom and several British colonies and dependencies enjoy are signs of dissatisfaction and uneasiness, but there are many other indications that things are beginning to right themselves, and, from the present prospects of a bumper crop, Canada will a short time hence be once more on the crest of a wave of unbounded prosperity.

Briefly stated, perhaps no country in the world is more dependent upon its harvest than Canada. For, speaking generally, upon that rests, to all intents and purposes, the bulk of her imports, and, therefore, the great exporting nations—especially the United Kingdom, the United States, Germany, and France—are peculiarly interested in the dimensions of the Canadian crops. In this connection it is interesting to record that France has recently been fortunate enough to steal a march on the United Kingdom and Germany, for she has concluded a treaty with the Dominion Government under which her exports are given a preference of 10 per cent. at Canadian ports. It is, of course, to be remembered at the same time that Canada gives a one-third preference upon all but a certain few specified goods imported from the United Kingdom, India, Ceylon, the Straits Settlements, the West Indies, Bermuda, British Guiana, New Zealand, the Cape, and, conditionally, other British colonies, and has, naturally, looked for some preferential discrimination in return, but, unfortunately, with such a measure of ill-success that it must be intensely disappointing to her to reflect upon. Now, to cut a long story short, the result is this:—In ten years exports from the United Kingdom to Canada have increased nearly £10,000,000, whilst Canadian exports to the Motherland during the same period have fallen behind in a very marked degree. Canada's reasonable expectation having been ignored by the Government in their Free Trade obstinacy, she entered, as has already been mentioned, into the bargain with France.

That the Fatherland would very willingly secure the same advantage as France has done goes without saying, and equally obvious is it that this eagerness bodes no good for British trade with Canada. The indifference of the British Government in this matter is in strange contrast with that of Germany, who are constantly striving to strengthen the country's position in the markets of the world. For the last one or two decades Germany has been fully alive to the fact that of all the British colonies no other one offers such splendid possibilities for the fruits of German industry as Canada, whose market is practically certain to expand enormously throughout the twentieth century. Apart from this, there are at least two other important reasons which have given Germany some encouragement in the past. The first is that there is a very considerable and fairly influential German population in Canada. Many thousands of Germans have emigrated directly to the Dominion, others have gone there after residing for a while in the United States, and the agents of German commercial houses have settled there and are playing their part in the national life. Then, also, the political relations of Canada and Great Britain on the one hand, and of Canada and the United States on the other, have been such as to make it possible for some other nation, if it went about the matter discreetly, to gain substantial advantages for itself in its relations with the Dominion. The friction which arose between Canada and the United States over the McKinley tariff law—to mention one instance only of great historic importance in this respect—gave German commercial enterprise a particularly favourable opportunity. Then there was—that is, in so far as Great Britain is concerned—the Alaskan Boundary question, which was settled in a manner far from pleasing to Canadians, who for a time lived under the impression that the British Government had not upheld Canada's interests strongly enough. This weakened to a considerable extent the strength of the Imperial idea which in Canada, as in all the other British colonies, had been developed so greatly by the South African war, and although the tariff war between Canada and the Fatherland had then recently entered upon an acute stage, Germany, nevertheless, made some notable commercial gain through Canadian dissatisfaction with the Imperial Government.

Again, as regards the tariff war between Canada and Germany, it may not be out of place to mention here that it had been actively waged by both sides for now upwards of five years. It is impossible within the space at my disposal to enter upon a full analysis of all the circumstances involved. Briefly put, therefore, it originated through Canada giving a preference to goods imported from the United Kingdom. Germany practically ignored the fact that Canada was a part of the British Empire, and, alone among the nations, claimed that, as she gave Canada the most favoured nation treatment, she must not be discriminated against in favour of even the United Kingdom. She demanded, therefore, that her goods be given the same preference as those from the Mother-country, and, Canada refusing to accede to this, she raised the duty against Canadian products entering Germany. For a long time the Dominion Government attempted, both directly and through London, to obtain a removal of this antagonistic tariff, but without effect, and at last, in April, 1903, they retaliated by placing a surtax of 33⅓ per cent. on German imported goods. That was a severe blow to German exporters, for their trade with the Dominion fell from £2,524,000 in value in 1903 to £1,680,000 in 1904, and still less in 1905.

It may be of interest to give here the figures for the imports into Canada from the United Kingdom, Germany, and France during the ten years 1896-1906, leaving out of special consideration those from the United States, which are nearly three times as large as the British ones, but including the imports from all countries as well as particulars concerning the percentage of German goods. They are as follows:—

	United Kingdom.	Germany.	France.	Imports from all Countries.	Percent'ge of German Imports.
	£	£	£	£	
1896	6,776,000	1,218,000	577,000	22,723,000	5.2
1897	6,043,000	1,334,000	534,000	22,868,000	5.8
1898	6,678,000	1,147,000	816,000	26,855,000	4.2
1899	7,615,000	1.519.203	799 000	31,654.000	4.7
1900	9,203,000	1,722,000	897,000	37,151,000	4.6
1901	8,839,000	1,442,000	1,109,000	37,240,000	3.8
1902	10,114,000	2,224,000	1,371,000	41,684,000	5.3
1903	12,106,000	2,524,000	1,352,000	48,556,000	5.2
1904	12,698.000	1,680,000	1,275,000	51,689,000	3.2
1905	12,403.000	1,376,000	1.451,000	53,840.000	2.5
1906	14.223.000	1,436,000	1,576,000	59,685.000	2.4

It will be seen that, whilst the United Kingdom has more than doubled her exports and France nearly trebled hers, Germany has made practically no progress at all. In 1903 her exports were double those of France; three years later they were, relatively speaking, considerably smaller. And, further, the new French treaty secures not only for France, but also for the other countries that enjoy the most favoured nation treatment, a reduction of 10 per cent. on their goods entering Canada, and the probability is, then, that Germany's exports will suffer a still further diminution, considering that, if not exactly France, some other Continental countries, such as, for instance, Austria-Hungary, Switzerland, and so on, are sending to Canada precisely those articles which Germany did in the past. That such a state of affairs is wholly unsatisfactory from the German point of view needs no emphasising, and as the chances are that there will soon be another boom in Canadian trade, Germany is naturally anxious to share in it, especially as her industry in general has for some time past been suffering from depression, and as enlarged and new foreign markets are at the present moment more necessary and essential to her very existence and progress than ever was the case before. It is clear that the first move must come from her, and the only move that she could make that would be acceptable to Canada is the abolition of the extra duty on Canadian goods, which she was unwise enough to impose. There was a rumour in November last that a new commercial treaty between the two countries was under consideration by their respective Governments, but this was promptly denied in Ottawa, and the truth of the matter seems that Canada is not much concerned about her commercial relations with Germany.

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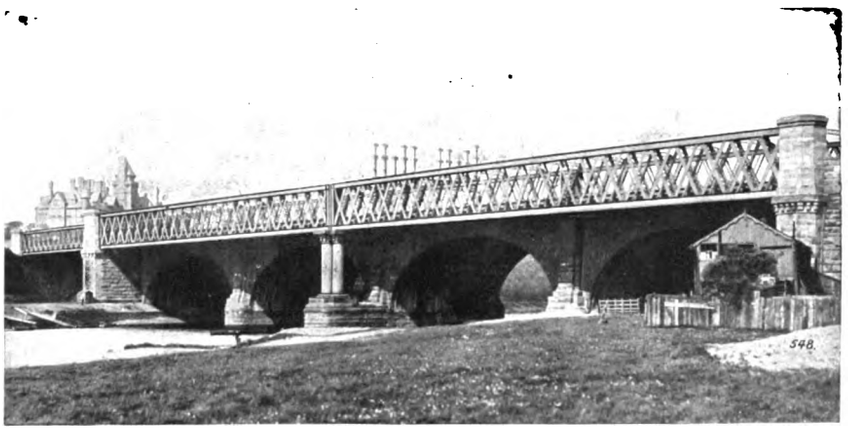
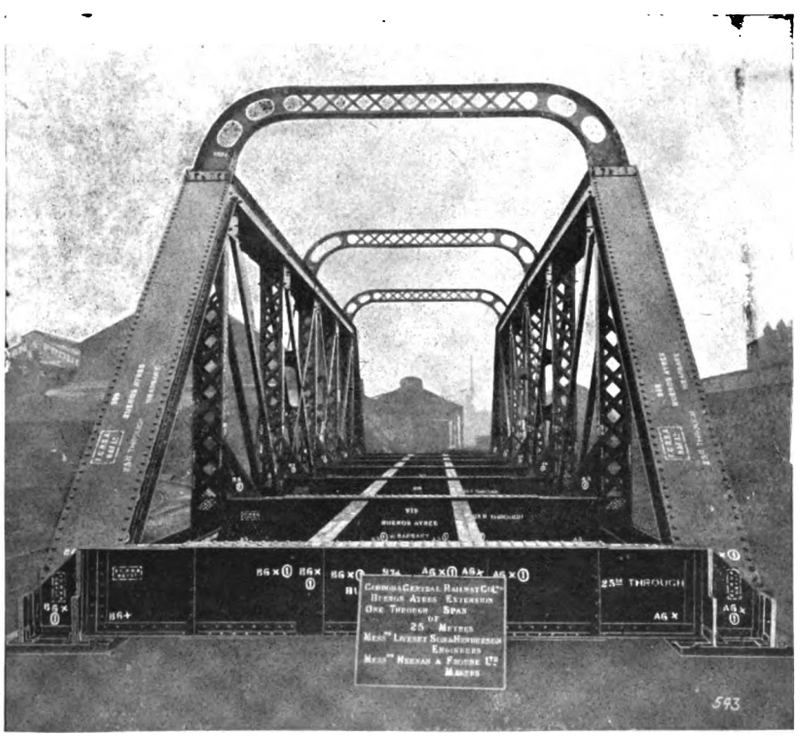


LONDON AND NORTH-WESTERN RAILWAY BRIDGE AT PRESTON, ENGLAND.

BRIDGE BUILDERS, CONTRACTORS, AND STRUCTURAL ENGINEERS.



Bridges, Roofs and Constructional Work: NEWTON HEATH IRONWORKS, MANCHESTER, ENGLAND.

Refuse Destructors: 4, CHAPEL WALKS, MANCHESTER, ENGLAND.

Colliery Plant, Fans, Haulage Gears and Railway Work: WORCESTER ENGINEERING WORKS, WORCESTER, ENGLAND.

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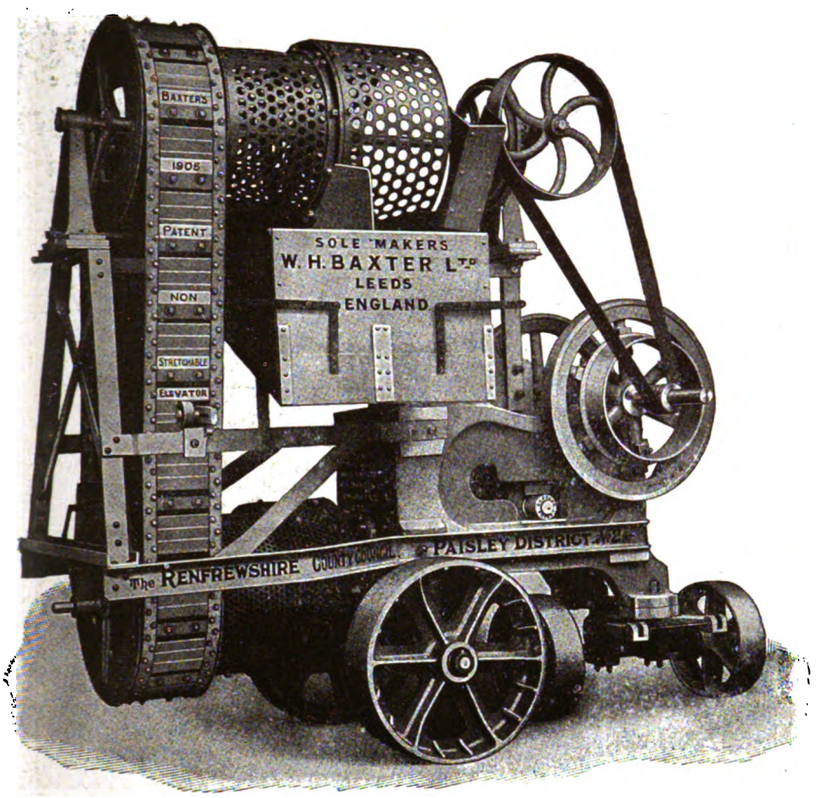
PATENTS IN STONE-BREAKING MACHINERY.

A Noted Leeds Firm.

OF about twenty firms of stone-breaking machinery manufacturers in the British Isles, one of the best known is that of Messrs. W. H. Baxter, Ltd., of Gelderd Road, Leeds, which for twenty-nine years has been giving to the world the best that modern invention and ingenuity can evolve. Road-making, in these days of motor-propelled vehicles, is becoming much more of a science than it ever has been before, and this is a time when plant of proved reliability for the breaking and crushing of road material is in great demand. Such plant is that supplied by Messrs. W. H. Baxter, Ltd. Mr. W. H. Baxter, J.P., the founder of the firm, has had over thirty-five years' personal practical experience in the making of stone-breaking machines, and probably no man in the country has applied himself



with so much success to the gradual improvement of such machines. To have had sixty British and foreign patents granted to him for such improvements is a record which speaks for itself. It speaks volumes, too, for the reputation of the firm that at least 75 per cent. of the firm's sales are repeat orders from old customers, who range from corporations, district councils, quarry-owners, and contractors at home, to most of the Governments and railway companies of Europe, Asia, South Africa, and the two American continents.

Mr. Baxter's machines have long been known in Canada, and to-day, we believe, many of them will be found to be at work in Vancouver, Montreal, and the province of Nova Scotia. It was the Town Clerk of Vancouver who, so long ago as 1890, wrote of one of Baxter's machines:—"It has been set to work and gives the greatest satisfaction. Even the chronic growlers, of whom we have our share, find no chance to pick holes in its performances." That is a sample of letters which the firm are regularly receiving from all parts of the world.

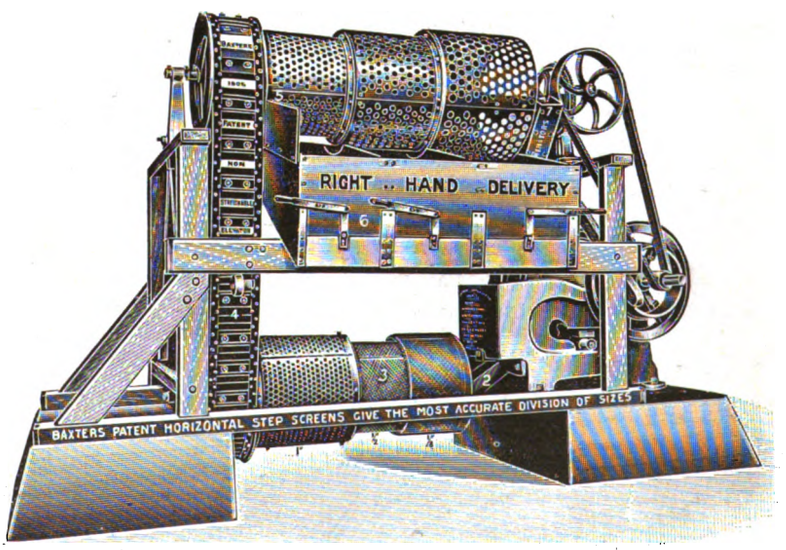
The works at Gelderd Road, Leeds, are well adapted for dealing with the tremendous output which the business of the firm necessitates. When Mr. Baxter founded the business twenty-nine years ago he began in a modest way, though with considerable practical experience, gained first as an employee and then as a partner in a firm at Cleckheaton. His business at first was on a very small scale, but with ever-increasing trade the works at Leeds have become one of the largest works of the kind in the country. They now comprise an extensive foundry and erecting shops, modernly equipped and fitted with electric travelling cranes.

It was in 1878 that Mr. Baxter evolved his first patent, in the shape of a knapping motion stone-breaker. He was an ordinary workman then, and, as he himself explains, he was discharged for his pains. Two years later, however, he effectually demonstrated that stone could be broken, and not crushed and fractured as it was stated to be by all machines. His first machine was made in 1879, and is yet—or was until recently—in daily use. The volution of the stone-breaking machine is connected in large measure with the genius of Mr. Baxter. His first patent in 1878 dispensed with the eccentric, and, employing a crank in combination with the compounding of properly constructed toggle levers, this machine gave off a knapping motion which not only increased the output of the machine over fifty per cent., but also produced a more cubicle sample of broken stone. Like all other inventions the public required convincing that it actually gave off these advantages. Road surveyors and borough engineers about the year 1880 condemned machine-broken stone as unsuitable for the road, and several had ceased to use the Blake crushers for this purpose. Mr. Baxter experienced great difficulty in convincing road surveyors that a machine could be made to produce a satisfactory sample of macadam. In 1881 he exhibited, alongside other competitors of stone-breakers, at the Royal and other shows, where he practically demonstrated the great superiority by producing a superior sample as well as a greater output. Since then the machine has been considerably improved, also the method of screening. He further invented the automatic return of the rejectors back to the machine, which not only increases the output of the machine, but greatly improves the sample, at a much less cost than any present arrangement imitated by other competitors. For twenty years no other machine but Baxter's were purchased at any show or exhibition by Corporations or County Councils, and then, as now, they never failed to secure the highest awards in competition. ...

One of Mr. Baxter's most far-reaching patents has been his horizontal screen, made with either one step only at the inlet, or two, three, or more steps as required. Previously all screens were made to work on an incline or taper. The horizontal screen is but a second reading of the old story of Columbus and the egg; as Columbus knapped the egg on the end to make it stand, so Baxter knapped the stone and allowed the material to form its own incline by storage. With the storage of the material there is a greater incline formed than is usual in the incline of the old screens, and as the largest material always travels on the top it moves quickest and allows the smaller sizes to pass more rapidly through the screens.

A much used machine turned out by Messrs. Baxter is the fixed stone breaker with automatic horizontal screen and rejector returner. From the illustration of this machine, which accompanies this article, it will be seen that stone once having been put into the machine requires no further handling until it issues forth at the desired size after having passed through the various screens. The 16 by 9 machines of this character frequently break 100 tons of stone a day and upwards. The other illustration which accompanies this article is that of a similar machine made portable. Through their biggest machine the firm guarantee an output of eight tons per hour of pieces capable of passing through a 2½ in. diameter ring, whilst several customers have found themselves able to turn out from fourteen to fifteen tons, according to the nature of the material dealt with. Messrs. Baxter have given great attention to the improvement not only of stone breaking machinery and screens, but also to elevators, granulators, and sand and stone washers. In their latest granulator there is only half the jaw crushing at one time, the top portion going forward as the bottom part is receding, the weight of the jaw in its downward motion also assisting in breaking the material. As the name of the machine indicates, it granulates instead of crushes, and the products of the machine are especially servicable in what is known as "topping" in connection with tar pavings.

Mr. Baxter, whose boundless energy still provides the mainspring in the firm, is a public-spirited man, who has played a pretty considerable part in the political life of Leeds, of which city he is a magistrate. There he is known as an ardent Tariff Reformer to boot. He was one of the first North Countrymen to forward a donation of £100 to Mr. Chamberlain when the right honourable



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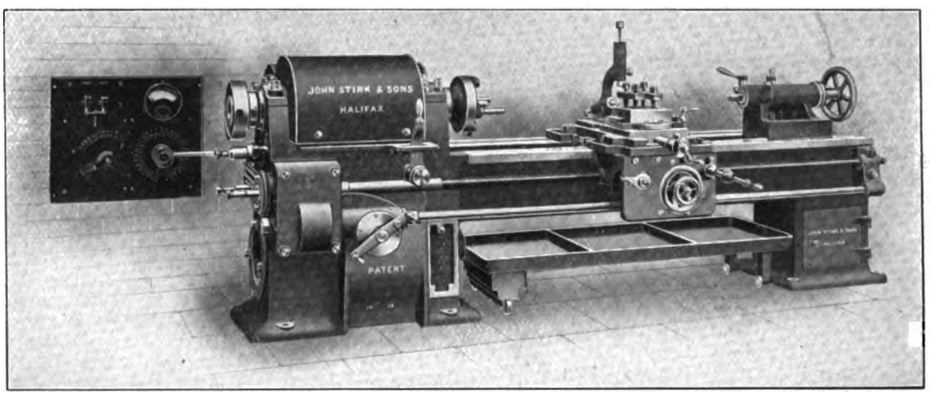

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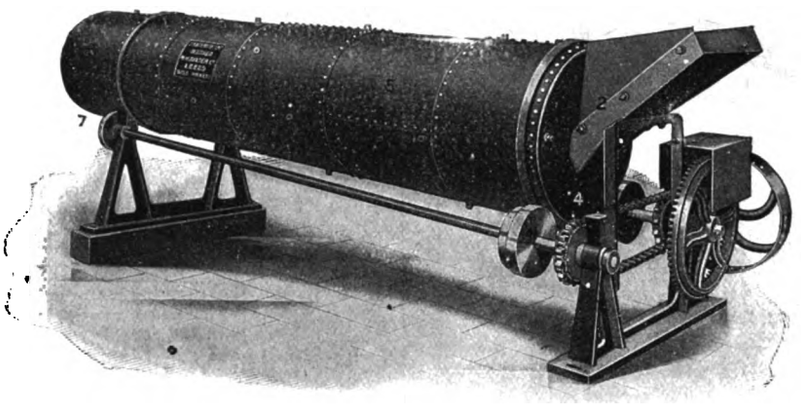
gentleman began his Tariff Reform crusade. "Having," he wrote on that occasion, "risen from a working-man myself, I have confidence in the working men that they will support your cause." Mr. Baxter's prosperity in business is reflected in his other walks of life. It is not many years since he caused an organ to be erected in the new cathedral at Cape Town at a cost of about £3,000, and about the same time presented the Conservatives of the New Wortley Ward of Leeds with a handsome club-house. Nowadays he devotes a good deal of his time to the study of topical questions and the pursuance of some of his pet theories in regard to road-making and the like. Few men have been so prodigal in the matter of patents. Most of his patents, of course, have been in connection with stone-breaking, granulating, elevating, and screening and washing machinery,



but he holds one or two patents in connection with motor-cars, for he is an enthusiastic practical motorist.

A maker of stone-breaking machinery, Mr. Baxter not unnaturally poses as an authority in regard to road-making, on which subject he has been known to wax eloquent. In these days, when the dust evil is felt so acutely, Mr. Baxter considers that tar in road-repairing should be used extensively. In re-coating a road he would use, say, three sizes of stone—namely, 2in., ¾in., and ⅜in. He would roll after each size has been applied, finally consolidating with ⅜in. containing dust, and instead of using water would apply tar after each coating had been slightly rolled. Without a good foundation, however, there can be nothing durable above it, and Mr. Baxter has an idea that tar macadam would be found most serviceable upon a concrete foundation.

CANADIAN EXHIBITORS AT THE FRANCO-BRITISH EXHIBITION.

THE representative display of the manufactured products of the Dominion creates no little surprise in the minds of the many visitors who daily flock into the Canadian Pavilion at the Franco-British Exhibition. The average Britisher vaguely associates Canada with sparsely settled prairie, comparatively unexplored "bush" inhabited by wild animals, and war-whooping Red Indians on the look-out for scalps. The prevailing ignorance was exemplified by a remark made in the hearing of our reporter by a bright young lady, who, gazing at an exhibit of Canadian manufactured carpets, said:—"I didn't think Canada had reached that stage of civilisation!"

The basis of Canada's wealth is her rich soil, and it is fitting that agricultural implements should be prominently represented in the trade exhibits. Whilst Canadian agricultural implements may seem large and unwieldy to people in older countries, in Western Canada no trouble is experienced in using them, owing to the land being level and free from stones and other obstructions. A combined exhibit drawn from Frost and Wood, Ltd., the Massey Harris Co., the International Harvester Company of Canada, Ltd., and the Verity Plow Co. give an excellent idea to British agriculturists of the methods adopted in Canada. Frost and Wood, Ltd., of Smith's Falls, Ontario, have also a large special exhibit which is attracting attention.

A display of light vehicles, adapted for city use, includes neat-looking rubber-tyred phaetons, buggies, etc., of a type, new perhaps to England, but which combines elegance, stability, and lightness. The manufacturers are the Armstrong Manufacturing Co., of Guelph, E. W. Heney and Co., Montreal, and the Canada Carriage Co., Brockville. The Canada Cycle and Motor Co., Ltd., Toronto, are showing specimens of their bicycles and skates.

Office and school fittings made by the Library Bureau of Canada Ltd., Ottawa, the Canadian Furniture Manufacturers, Ltd., Toronto, Castle and Co., Montreal, the National Table Co., Owen Sound, and W. J. Vilas, Cowansville, include a display of desks, tables, stools, etc. Goldie and McCulloch, Ltd., Galt, are showing six safes of various designs, and an Empire typewriter is also being shown. Adjoining this section are several samples of doors made by the Gilmore Door Co., Ltd., Trenton.

The three great manufacturing companies of Sault Ste. Marie—locally known as the "Soo"—are exhibitors. The Algoma Commercial Co. are displaying rotary cut, single-ply veneers. The Algoma Steel Co., who in the Government Section are represented by samples of their steel rails, are here showing wood alcohol products; and the Sault Ste. Marie Pulp and Paper Co. have on view rolls of Manilla wrapping paper, made from pulpwood. But pulpwood can be utilised in other directions, as evidenced by the E. B. Eddy Company's display of tubs, buckets, etc., manufactured from this source.

Canada naturally leads in the manufacture of canoes, and the Peterborough Canoe Co., Ltd., have a large exhibit of their renowned "Peterboroughs," made of cedar, butternut, and basswood. The Chestnut Canoe Co., Ltd., Fredericton, are also represented in this section, their exhibit including a 3 h.p. motor launch.

Probably more floor space is taken up by the firms manufacturing pianos and organs than by any other branch of the Dominion's trade. The extent of the makers' operations is a criterion of the fact that in Canada, as in other and older countries, the home is not considered complete without one or other of these musical instruments. The exhibitors in this section are the Nordheimer Piano Co., Toronto; the Martin Orme Co., Ottawa; the Bell Piano and Organ Co., Ltd., Guelph; Gerhard Heintzman, Ltd., Toronto; the Williams Piano Co., Oshawa; the Karn Piano and Organ Co., Woodstock; the Thomas Organ and Piano Co., Woodstock; the Leach Piano Co., Ltd., Montreal; and the Newcombe Piano Co., Toronto.

The gentler sex are attracted by the show of manufactured cotton and woollen goods from the factories of the Montreal Cotton Mills Co., Valleyfield; the Dominion Textile Co., Ltd., Montreal; the Hamilton Cotton Co.; the Eagle Knitting Co., Hamilton; the Rosamond Woollen Co., Almonte; the R. Forbes Co., Ltd., Hespeler; the Corticelli Silk Co.; the Cornwall and York Cotton Mills Co., St. John; the Paton Manufacturing Co., Sherbrooke; S. T. Willet, Chambly Canton, Quebec; and the Penman Manufacturing Co., Paris, Ontario. Another exhibit of a different nature, but equally attractive to the ladies, is that of the McLary Manufacturing Co., London, Ontario. This firm is showing several large cooking stoves and an array of general kitchen requisites. The Thomas Davidson Manufacturing Co., Montreal, are also exhibiting enamelled ware and Japanned tinware.

Considering the success which has met the efforts of the American manufacturers to secure a share of the London retail boot trade, it is surprising that Canadians have not followed suit. Judging from the display of smart foot-wear made by the Slater Co., Montreal, the Canadians would stand an equal chance of getting a share of English custom. In this section there is also a show of "rubbers," known in England as goloshes, and other specimens of rubber material by the Canadian Rubber Co., Montreal. Tanned leather goods are represented by C. Galabert and Son Co., Montreal; J. and S. Pouliot and Frere, Lauriervile; the Braithaupt Leather Co., Berlin., Ont.; and A. Pion and Co., Quebec. Packards, Montreal, are showing samples of their polish.

A case containing an array of bottles labelled "Canadian Club Whisky," distilled and bottled by Hiram Walker and Sons., Ltd., Walkerville, shows that Scotland has not the absolute monopoly of the distilling trade. But interest becomes astonishment when the visitor sees before him a pile of champagne bottles labelled "Golden Club Imperial" and "L'Empereur" extra dry. Champagne from Canada is something new to the uninitiated. Port and claret are here also to tempt the connoisseur, made by the St. David's Wine Growers' Co., Toronto, and J. S. Hamilton and Co., Brantford. "Radnor," the sparkling mineral water from Radnor, Quebec, is also to be seen; and aerated table made by C. Gurd and Co.

Holt, Renfrew, and Co., Ltd., Quebec and Toronto, have a fine display of manufactured furs. This exhibit is one of the features of the trade section, and includes silver and red fox and grizzly skins. Fur coats, made from the skins of beaver, seal, Arctic fox, lynx, minx, racoon, etc., appeal to those who can indulge in these luxuries.

Engineering is represented by a "Leonard" automatic engine, made by E. Leonard and Sons, London, Ontario, and a 15-20 h.p. three-cylinder three port marine engine and a "jack-of-all-trades" engine, manufactured by Fairbanks, Morse, and Co., at Toronto. The Simonds Canada Saw Co., Montreal, exhibit circular and cross-cut saws, etc., and there are several samples of scales made by the Gurney Scale Co., Hamilton.

Other exhibitors are the Hemming Manufacturing Co., Ltd., Montreal, who show silver deposit ware and enamelled jewellery; Carson Bros., Montreal, enamelled jewellery; the Toronto Carpet Co., Ltd.; the Dodge Manufacturing Co., Toronto, wood split pulleys; the Gipe Carrier Co., Toronto, cash and package carriers; the Davis and Lawrence Co., manufacturing chemists; the Imperial Extract Co., Toronto, flavouring essences and jelly powders; Fournier, Fournier, Ltd., St. Hyacinth, mixed bitters; the Standard Paint Co., of Canada, Ltd., Toronto, rubberoid roofing; the Metallic Roofing Co., of Canada, Ltd., Toronto; and the Plymouth Cordage Co., Welland, birder twine and cordage.

The Blau Gas Company of America has been formed for the purpose of manufacturing gas out of crude oil, which is compressed into cylinders, and sold in this form for illuminating purposes. The process of manufacture (says the *Times*) was invented and patented by Herman Blau, of Augsberg, Germany, and it is stated that the gas is compressed until it becomes liquid, and in this form it is sold, a large supply being contained in a small cylinder. The cost of compressing gas and distributing it in such a form has always been against the adoption of such a means of supply in competition with gas laid on direct from a gas works. The comparative cost of Blau gas and coal gas is not stated.

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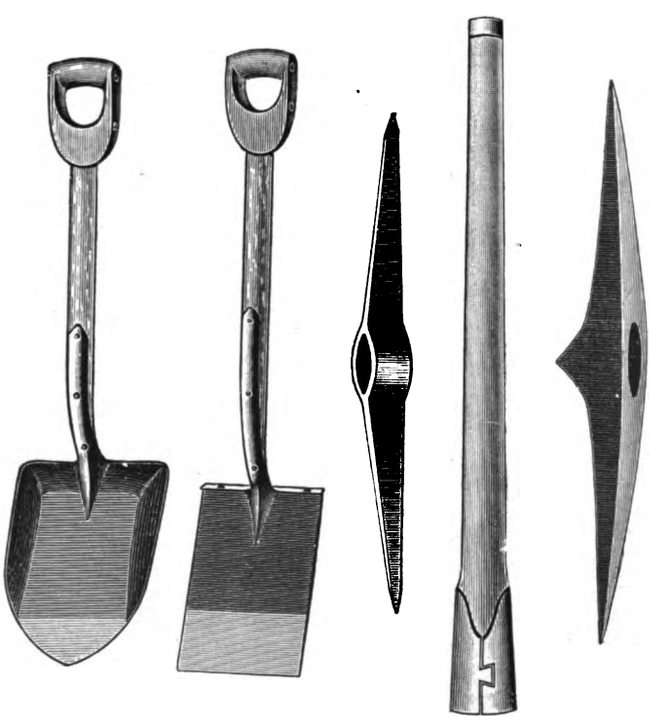

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NOTES ON BRITISH MACHINERY.

(From Our Own Correspondents.)

Lighting Up In Mills.

What is regarded by experts as one of the safest methods of lighting up in cotton mills has recently been patented by Messrs. Bowker and Brown, of Manchester, and is now in use in several Lancashire mills. The patentees had already a system of high pressure gas—using incandescent mantles in a pendant position, and this later invention is an addition to it. Although the gas is lit by the usual expedient of an electric spark, there is no necessity for a portable lighter. The current comes from a small battery, and is carried by a single wire to a point above the mantle, yet still inside the metal hood which forms a part of the gas-bracket. So as to form the needful arc, the circuit is broken here. The metal gas fittings supply the opposite terminal, the return current being conveyed to earth through them. Each installation can be divided into 12 circuits, making a total of about 120 lighters, but this design may be varied as the result of further experiments. All the circuits are separately controlled from one switchboard. It is claimed that among the many advantages of this system over the electric torch, one is the alternative use either of Leclanche or dry cells, and that the risk of injury to the inverted mantles is entirely obviated. Moreover, as the ignition spark is enclosed between the metal hood and the gas globe, there is no risk of fire even in a room where the air is impregnated with inflammable material. There is also an advantage in the way of working as no trouble presents itself for maintenance beyond the periodical recharging of the cells. The system is capable of being applied to other places than mills, and would be particularly useful in the large department stores of the Canadian towns.

Gas Engines for Generating Work.

The use of gas engines for electric generating work is increasing, and a recent report as to the working of one of the two gas engine stations of the Boston (U.S.A.) Elevated Railway contains a fine tribute to a Manchester firm. The engines were designed by Messrs. Crossley Bros., of Openshaw, and are fired with producer gas from Loomis-Pettibone producers, using soft slack coal. The fuel used, including that for heating and for all purposes, averaged 2,034 lb. per kilowatt hour, generated during the first six months of this year. The best steam-driven stations would take nearly twice this quantity of fuel, especially if the engines were so small as these gas engines—six hundred brake-horse-power. At first—according to Mr. Paul Winsor, chief engineer of the power and rolling stock department—some trouble was experienced with back fire and pre-ignitions, but these have now been overcome, and the engines give continuous, reliable, and satisfactory service. Messrs. Crossley do a large and increasing trade with Canada.

Porcelain Tube Holders.

In connection with the improved Otto gas engines made at the Wellington Works, Ashton-under-Lyne, and which enjoy a considerable vogue in Canada, are some interesting accessories. It has always been the desire of gas engine manufacturers to employ porcelain or clay tubes for the ignition of the gases in the cylinder, and a great many attempts have been made to accomplish this. The difficulty, however, in connecting a highly-heated porcelain tube to a comparatively cold cylinder has hitherto prevented their general adoption. In the new ignition tube holder of the Lancashire firm, however, this difficulty has been entirely surmounted by an ingenious arrangement, for although the tube is firmly supported at both ends, it is completely isolated from the cold metal. By this means unequal heating of the tube is prevented, the usual cracking and flying of the brittle porcelain is almost unknown, and the necessary temperature for ensuring a certain ignition of the gases is maintained at a very low consumption of gas at the burner. In fact, not more than two and a-half feet per hour of good coal gas is required. The usual quantity of gas used in heating iron or other metal tubes is from fifteen to twenty feet per hour. This tube holder is one of the most important ints in connection with a gas engine, and the one that has generally given the greatest trouble, but the patentees of the present invention say that with ordinary usage the tubes sent with the patent Bunsen burners will last for years.

A Centrifugal Lubricator.

Two other patents in connection with the gas engines manufactured at Ashton-under-Lyne, near Manchester, are also worth noting by Canadian readers. There is a special centrifugal lubricator for the crank pin bearing. The oil cap which carries the lubricant for the bearing is fixed firmly on the engine bed, close to the crank bearing, and can be filled while the engine is working. It is provided with a valve so that the oil drip can be regulated or stopped at pleasure. The oil from the lubricator passes down a fixed tube and locates itself upon a circular ring which is part of the crank brasses. Attached to the crank, and in connection with a small hole drilled through it, is connected a steel wiper, which, as it trails round the fixed ring, takes up the oil, and passes it through the crank bearing direct on to the crank pin brasses. Thus a simple and cheap centrifugal lubricator is produced. Another patent is in connection with a piston pin adjustment and connecting-rod end. A shaped head is formed solid with the connecting-rod, and two half bearings embrace the piston pin and are securely bolted to the head by specially designed bolts. When the engine has been running some time, adjustment in the bearing can be easily effected by closing the two valves a little further together, and thus at all times the effect of wear in these parts can be entirely eliminated. Provision is made for the lubrication of the piston pin by the adoption of an ingenious device. A cup is formed on the top side of the connecting-rod steps, and a tube inserted in the piston immediately above it. A due supply of oil passes from the cylinder lubricator to a recess on the upper side of the piston, and thence down the tube to the pin.

Converting Steam Engines.

Some of the latest developments in steam engine building are the work of Messrs. Isaac Storey and Sons, Limited, of the Empress Foundry, Cornbrook, Manchester, and they deserve very careful study by the Canadian factory owners for their novelty of construction and saving of labour. The Proell expansion apparatus provides the easiest means of converting ordinary steam engines—in which the slide valve effects an invariable cut-off, and the regulation is effected by the wire-drawing action of the throttle-valve—into engines with automatic variable expansion, having the steam always admitted to the full available boiler pressure, and having the cut-off controlled by the governor in such a manner that the quantity of steam is correctly measured for every single stroke, and exhausts its energy by expansion after being cut off. The apparatus is very easy of application to existing engines, in most cases without any alteration of present arrangements. Its use ensures a substantial economy in steam, and mechanically perfect steadiness in speed under any variations of load. With due preparation the whole conversion can be carried out in a few hours, and need never interfere with the usual working hours. The Proell expansion apparatus can also be applied to most forms of new slide valve engines without alteration of existing patterns.

Doing Double Work.

A combination of Proell's patent expansion apparatus with a single Corliss distributing valve enables Messrs. Isaac Storey, of Cornbrook, Manchester, to build an engine which compares favourably with any similar type as to steam consumption, whilst, owing to the extreme simplicity of the Corliss valve, and the fact that the makers build large numbers of the expansion apparatus for engineers makes the cost scarcely greater than that of a well-built slide valve throttling engine. The engine possesses two important qualities—low steam consumption and perfect regularity of speed. Owing to this combination of qualities, these engines are particularly suited for installation where extreme steadiness under both constant and varied load is essential. In several cases engines fitted with the Empress Foundry make of Proell's gear are driving the electric-lighting plant and the variable works load at the same time with great satisfaction. In one of these cases—of special interest to a new country, where labour is often scarce—the same engine provides the light and drives a rolling mill in the same works and at the same time.

A Liquid Meter.

At the Sirius Works, West Gorton, Manchester, there is now being manufactured Leinert's liquid meter, the distinguishing feature of which is the ability to accurately measure water or other liquid without readjustment or calculation for varying temperatures. The water is measured by weight, and the result automatically recorded. The apparatus is a simple one, consisting of two tanks of equal size connected by an ingenious arrangement, and the accuracy is permanent as there are practically no wearing parts. It is not affected by grit or impurities, and can be readily cleaned and sterilised. Intending Canadian purchasers will note that for industrial and manufacturing purposes there is practically no limit to the utility of the Leinert meter. It will be found useful in measuring water, petroleum in bulk, sugar juice, spirits, acids, liquors, and oils; and it is important to note that its accuracy is permanent.

The Expulsor Steam Pump.

In a new and undeveloped country like Canada, simplicity of construction and easiness of working are main factors in the success of any machinery. These qualifications are embodied in the Expulsor pump, made by Messrs. Holden and Brooke, of Manchester. This pump is of exceptional strength and simple design, and is especially suitable for any kind of rough or emergency work. It is always ready to start at a moment's notice without attention, and is easily moved and fixed. It requires no foundations, oiling, packing, or skilled attendance, and will work with any steam pressure, however low—or even lift with exhaust steam. It will work suspended on a chain, and in sinking operations may be raised or lowered whilst working. The patent steam valve embodied in the design effects a great saving in the quantity of steam used which makes it economical in steam consumption.

A High-Class Electric Derrick.

Messrs. D. Watson and Co. are makers of a high-class electric derrick crane. The jib is double, stays, lying legs, and upright are of best pitch pine, but are also made in steel. These cranes are used by builders, contractors, shipbuilders, and engineers. The gearing consists of single and double purchase, or can be disconnected at will, so as to lower by brake. The jib is raised and lowered separately by connecting clutch, the jib secured by ratchet cast on end of jib barrel, thus taking the strain off wheels; they lift and lower the load, lift and lower the jib, and, at the same time, can slew in either direction by friction cones. The load can be lowered by foot brake without moving the motor. The motor is of the series-wound type, with raw hide pinion gearing into a machine-cut wheel, reversible controller with automatic cut out. They make these cranes up to 30 tons, with jibs to 70 ft., wire ropes or chains, as desired, for jib and lifting.

The same firm also make a very powerful electrical portable winch, which is extra strong throughout. The side frames are of cast iron, strongly ribbed, and fitted with very heavy bushes of best gun metal throughout all shaft journals, and fitted with adjustable covers, gun metal oil cups with covers being fitted on main bearings. The main barrel and drum shaft is of forged ingot steel. The other shafts are of steel of ample strength, being accurately turned to suit journals. They are very speedy, being worked through three sets of spur gear and having two speeds, actuated by clutches and levers, and fitted with brake and foot tramp. The motor is of the series-wound type, of ample power, fitted with a raw hide pinion, with gun metal flanges, working into a

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machine-cut spur wheel, with reversible controllers and resistances. The whole is very compact and very easily worked by any person. All are mounted on a steel carriage, with swivel and plain wheels for road, so that they can be easily moved when required. These winches have been supplied to most of the large firms on the Clyde, lifting plates and other material on ships in course of construction, and are also used by contractors, stevedores, and engineers. They are also made stationary for fixing on ships' decks, foundations, and similar works.

Constructional Ironwork.

Macfarlane's Castings are known the world over for their general excellence, both in design and workmanship, their long experience of nearly 60 years enabling the firm to build up a reputation for producing the most perfect results in every form of constructional ironwork, particularly so in the form of building fronts, verandahs, shop fronts, and staircase work, examples of the latter having recently been executed for the new Vancouver Post Office.

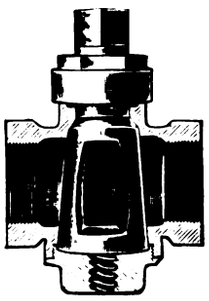
While concentrating their attention upon the artistic and architectural departments of their business, the everyday wants of the builder and plumber are also largely catered for, their complete and exhaustive catalogue of rain water, soil and drain pipes and accessories needs only to be consulted to realise they are in the forefront for supplies, their product in these lines being already well and favourably known in Vancouver and other Canadian markets.

Municipal supplies bulk largely in the firm's output both for the home and foreign markets, and particular mention may be made of public sanitary conveniences—a recent erection by them in Vancouver meets a recognised want. Their specialities in this direction, as also fountains, electric light pillars, bandstands, and park shelters well deserve the attention of municipal authorities in the Dominion.

The agents of Messrs. Walter Macfarlane and Co. (Saracen Foundry, Glasgow), in Winnipeg and district, Messrs. George Peatt and Co., and in British Columbia, Mr. W. Porteous Jack, are always ready to deal with inquiries.

A High Speed Indicator.

We herewith illustrate a high speed indicator made by Messrs. Hannan and Buchanan, of 74, Robertson Lane, Glasgow. This contains an improvement in the cylinder of the indicator, so that the core sand and grit can be cleaned out without requiring to take the instrument to pieces. It is sheathed with special vulcanite, which enables the instrument to be handled with comfort. The motion is rigid, fitted with broad bearings, which reduces the tear and wear in working. The drum is very light, fitted with an adjustable spiral spring, whereby the tension of the drum can be increased or diminished to suit speed of the engine. The cylinder is of equal bore throughout, and open at the bottom; this allows easy access for cleaning. The instrument indicates speeds up to 600 revolutions per minute. The No. 2 type is especially notable for the fact that a new diagram card can be fitted to the drum without disconnecting the cord. The No. 3 type is also used for internal combustion engines. The indicator is fitted with a ¼in. area cylinder, and



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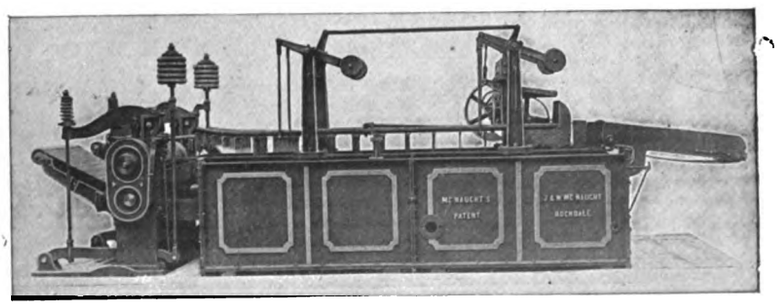

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PRICES AND PARTICULARS ON APPLICATION.

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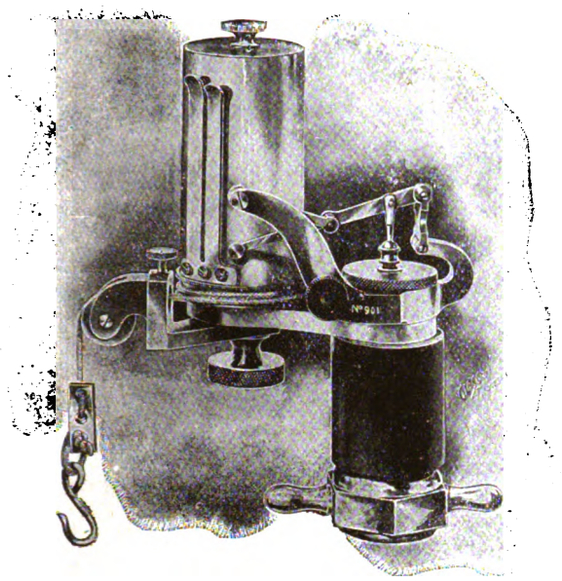
the parallel motion is made a little stronger at the parts where the shock of the explosion is most severe. This is recommended for every high-compression engine. The lubricating piston is inverted so that it forms a solid face to the steam. The holes are bored in the piston to allow the lubricant into the grooves, so that the walls of the cylinder are thoroughly lubricated during the test.

Looms and Accessory Machinery.

The Anderston Foundry Company, Ltd., of 100, Cheapside Street, Glasgow, textile and general machinery builders, have recently



A HIGH SPEED INDICATOR MADE BY MESSRS. HANNAN AND BUCHANAN, OF GLASGOW.

taken up the manufacture of wire-weaving looms and accessory machinery, and are now offering to the general wire-weaving trade a series of six looms covering the whole range of woven wire fabrics made from No. 1 S.W.G. wire as a maximum to as fine as No. 40 S.W.G. These machines are of various designs, with under-pick flying shuttles, over-pick flying shuttles, pneumatically operated shuttles to suit the various gauges of wire, and in the case of the very fine fabrics, where the wire is too heavy to be carried in a shuttle, the waft wires are introduced by hand. The looms with flying shuttles are capable of weaving the heaviest possible qualities of woven wires within their respective ranges. This firm also makes wire-winding machines for all gauges from No. 10 S.W.G. and finer, wire-corrugating machines, machines for making wire-conveying belts, and heavy wire-drawing benches. These various machines are much in use by the various wireweaving concerns of Great Britain, and the firm have recently executed several orders for Canada and the United States. The Anderston Foundry Company have been established for over a century, and are well known as makers of textile machinery, looms for all descriptions of textile fabrics, winding machines for yarns, and high-speed vertical steam and gas engines. In addition, they have the excellent reputation of turning out high-class and well-designed work.

Announcement is made at Pittsburg that bids have been asked on 10,000 tons of structural steel for the Ontario Government Power Commission. Steel is to be used for towers which will support the cables used in transporting the current. Already power generated at Niagara is being sent a distance of more than 125 miles, and it is the intention of the Ontario Government to increase this distance. Towns in every direction about Niagara will be supplied.

The big English cutlery firm, Joseph Rodgers and Sons, Sheffield, are stated to have under consideration a proposition for the establishment of a branch factory in Vancouver.

The British Insulated and Helsby Cables, Limited, Montreal, have just closed a contract with the Montreal Light, Heat and Power Company to supply and instal about $60,000 worth of extra high tension three-core cable, the work to be completed so as to enable the mains to be used this fall.

ITEMS OF INTEREST.

According to the *Implement Review* Mr. James D. Macgregor, who occupies the position of the managing director of Western Canadian Irrigation Company, recently made a practical announcement which should be interesting to British firms. He said, "When I came to England I found I had come to the right place to obtain pumps, for I can get them here at a cost of two-thirds of that estimated when we were discussing the scheme." English makers of pumps and of other irrigation appliances have in this and similar undertakings a valuable market for their productions; and that further business is likely to result in the same line is deducible from the fact that in order to fulfil their contract with the Government the company is bound to irrigate at least 25 per cent. of their property.

Toronto will make extensive additions to its municipal engineering plants during the next two months.

The new six-million gallon pumping engine for which the city has been waiting for two years will be in operation at the high level pumping station. The McDougall Company of Montreal was awarded the contract.

A new six-million gallon pumping engine is also to be installed, and then the plant at the high level will include two six-million gallon and two three-million gallon pumps.

With the completion of the tunnel under the bay in October, the installation of the proposed 15-million gallon pumping engine at the main pumping station and the putting into operation of the auxiliary high pressure system the city will be in an enviable position not only as far as water supply is concerned, but from the fire protection point of view.

The city will then have two fifteen-million gallon engines, the old Nos. 1 and 2, eight and four million gallons respectively. With the adoption of electric power for operating purposes the latter two will be taken out.

Mr. John S. Smith, chief engineer of the London firm of S. Pearson and Son, recently paid a visit to Toronto. For the past nine months Mr. Smith has been located at Minatitlan, on the Istmus of Tehuantepec, where this celebrated English firm of engineers have established an oil refinery. About $5,000,000 was sunk in equipping the wells. Some three thousand barrels are being produced daily, and in the near future this will be increased to 5,000. Mr. Smith is an Aberdonian.

In connection with the establishment of an electric smelting plant at Nelson, British Columbia, for the electrical reduction of ores containing a considerable quantity of zinc, it is understood that a loan of $10,000 has been granted by the provincial government to assist in the establishment of the works, which will probably soon be in working order.

The Board of Trade report upon the conditions and prospects of British trade in Newfoundland says edge tools are almost entirely American, largely on the ground of better packing and also because of difference in design and weight. Axes are almost entirely American, on the ground of cheapness. Planes, again, are American. No doubt the British make is of superior quality, but it is the American that fills the market, and this appears to be an instance of loss of trade due to refusal of British makers to supply the article demanded. Certain kinds of locks and hinges are entirely American, mainly on the ground of price, but also on the ground of packing. Files are almost wholly American. American chain is ousting the British article chiefly on the ground of price, quality being about equal. This, the report says, appears to be due to the successful result of properly equipped and organised factories as against the system of the Black Country.

The Manitoba Iron Works, Limited, have completed the installation of electric motors throughout their shops, having discarded steam except for heating purposes. They have installed approximately 200 horse-power, distributed amongst twelve motors, and the whole plant is now operated by electricity purchased from Winnipeg Street Railway Company.

The *Standard* Ottawa correspondent says that four survey parties, comprising one hundred men, were to start from Winnipeg last week to survey the line for the proposed Hudson Bay Railway. They will survey alternative routes via the Nelson and Churchill rivers. It is expected that they will complete the survey in about three months, thus placing the necessary information before Parliament next session to enable the Government to secure a start in the construction of the line early next year. It is the Government's intention to have the line built with the least possible delay.

The report of the Commissioners of the Transcontinental Railway for the period ending March 31, 1907, has been printed and presented to Parliament. The contracts include, not only those for the construction of the roadbed, but for bridges, rails, spikes, ties, etc. The prices ran high. They include:—Steel rails, per ton, $34 to $34.50; splice bars, per ton, $43.68 to $47.04; track bolts, per 100 lbs., $3.41 to $3.65; track spikes, per 100 lbs., $2.50 to $2.55; track ties, each, $0.35 to $57.

In regard to ties, Mr. Lumsden, the chief engineer, says great difficulty was encountered in some cases in getting contractors, especially in Western Ontario and Manitoba, even at the good prices that had to be paid. The engineer also reports that, with two "pusher" grades, the line from Winnipeg to Moncton will be 1,817 miles long. The section from St. Jean Chrysostome to Moncton is 453.65 miles, compared with 487.50 miles by the Intercolonial.

The first movable dam which Canada will possess is now being erected near Winnipeg, Manitoba, on the Red River, at the foot of St. Andrew's Rapids, 20½ miles below the city. The rapids extend in the shape of shallows in the river for a distance of about ten miles above the lock, the total fall in that distance being 15 feet of the normal summer level. Heretofore navigation in this part of the river has been restricted to shallow draft boats, and that only at periods of high water. By means of this dam the present water level will be raised 21 feet above the low water elevation, thereby flooding out the rapids above and shallow reaches in the vicinity of Winnipeg. The dam, which is 800 feet long between abutments, consists of a substructure or permanent part, built entirely of concrete, and a superstructure or movable dam operated from a steel service bridge, by means of which control is kept on the upper water level, maintaining it at a level of 21 feet above the water in the lower reach. The construction of a movable dam was found necessary so that in periods of freshet the surplus water of the Red River could be carried off without flooding the surrounding country. The type of the dam is an adaptation of those found in Europe. The service bridge from which the movable dam is operated is carried over the permanent dam by means of five piers placed about 134 feet apart. From this service bridge steel frames are lowered by means of travelling cranes, the lower end of the frames resting on cast steel step sockets embedded in the concrete of the concrete dam. Rolling curtains are then lowered on the steel frames and the water thus raised to the desired level. Provision is also made to carry a highway bridge on the top of the service bridge.

The Dominion Government have appointed Mr. Maurice Fitzmaurice, chief engineer to the London County Council. Mr. H. E. Vautelet, member of the Canadian Society of Civil Engineers, Montreal, and Mr. R. Mojeski, an engineering expert in Chicago, to prepare plans for the construction of a bridge across the St. Lawrence, near Quebec, to take the place of the structure which gave way last year. Mr. Fitzmaurice was associated with the construction of the Forth Bridge, and Mr. Vautelet was formerly bridge engineer to the Canadian Pacific Railway.

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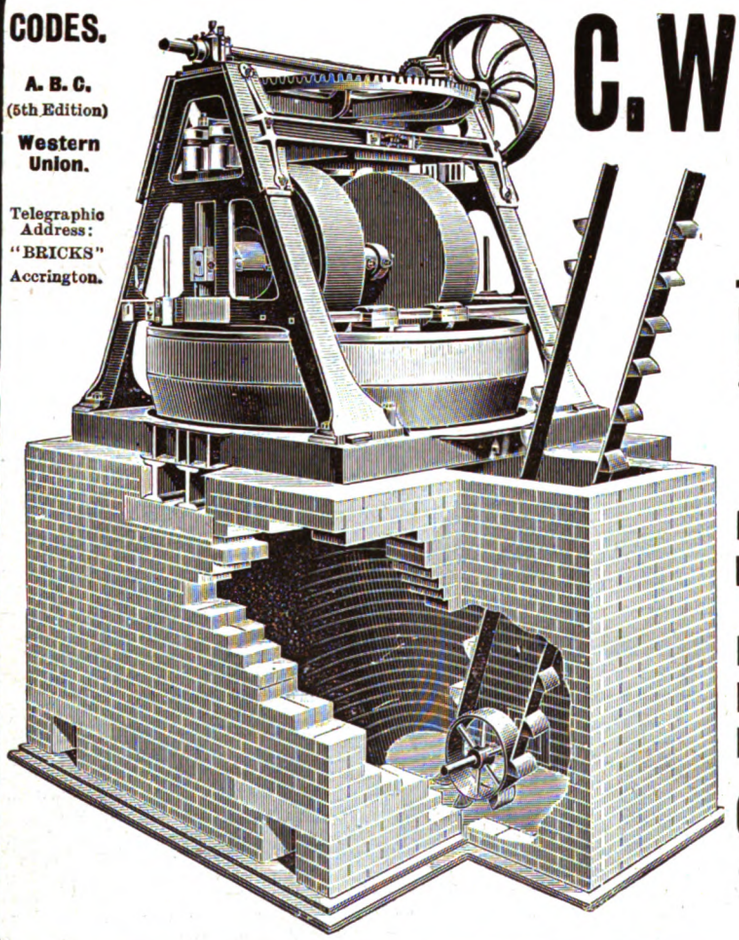

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CANADA

No. 138. SATURDAY, AUG. 29, 1908. Vol. XI. 6D. WEEKLY.

AN INDIAN BELLE.

A CLOOCHMAN AND A CAYUSE (KOOTENAY, B.C.).

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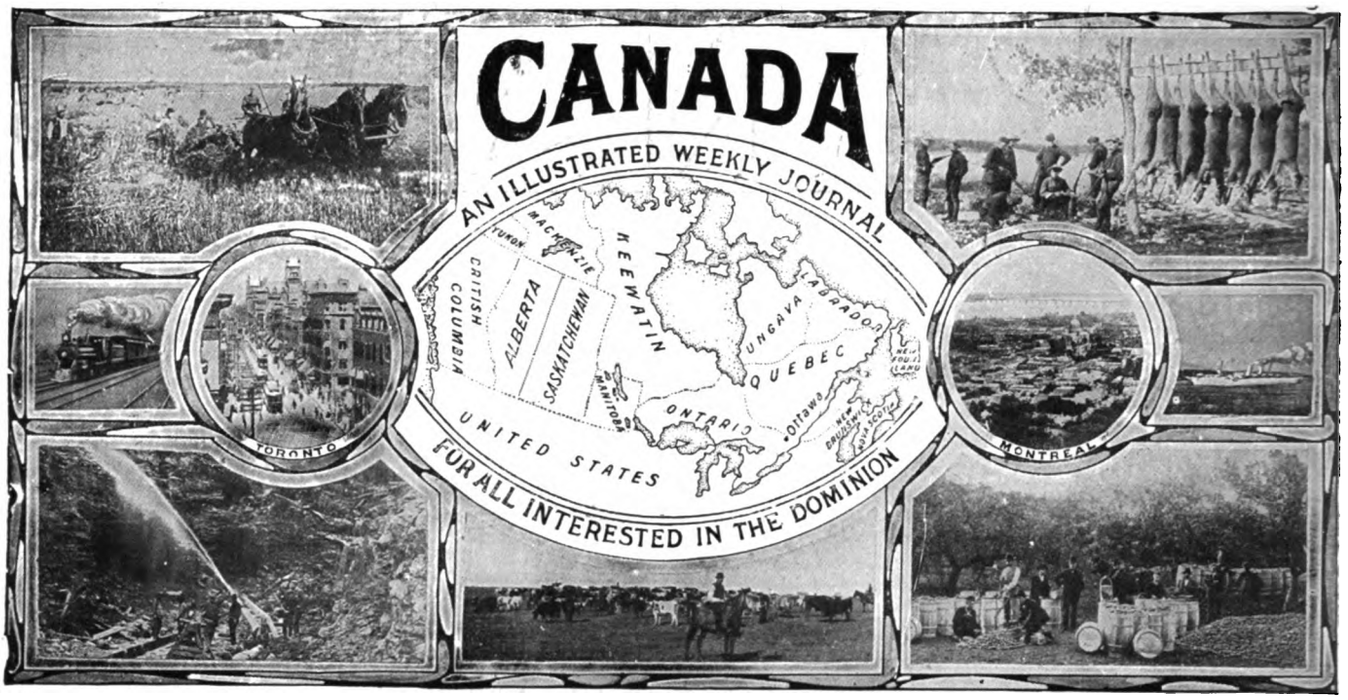

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THE FUTURE OF MONTREAL.

THE growth of Montreal, the great seaport which is Canada's front door, is the surest index of the growth of the Dominion. Standing, as she does, at the entrance to the Great Lakes, with their countless trade routes and vast volume of water-borne commerce, and at the beginning of the double-track "avenue" of the Grand Trunk Railway System (*i.e.*, the Montreal-Chicago main line) and of the single-track transcontinental of the Canadian Pacific, this great city takes a profit from practically all the trade that enters or leaves the Dominion by way of the Atlantic. It is true that, year by year, Montreal takes more and more of the Transatlantic trade originally in the United States. But this factor may be left out of consideration for the present.

Every year the population of Montreal shows a substantial increase. New houses are being built by hundreds all the time, and these are almost always taken by old residents, the dwellings they leave being occupied by others who, like the former, have improved their social position. The houses formerly occupied temporarily by the latter fall to the lot of new arrivals, the immigrants from outside, who have come to seek their fortune, or, at any rate, a competence, having at the outset to content themselves with the oldest and cheapest residences. This game of General Post in the seeking of residences goes on briskly all the time, and is one of the many signs of Montreal's progressive prosperity. In no city on the North American continent is there less of a struggle for life and living—except in a few squalid patches, inevitable in a seaport city, no poorly-dressed person is seen—and nowhere is the steady, sturdy worker more certain not only of being able to keep himself and his family, but also of improving his position surely, and not too slowly. There is a certain *joie de vivre* in the atmosphere of Montreal, with its far-flung streets and unfenced lawns and many green boulevards, which at once strikes the visitor from the Old World, and is a proof that life there is easier than in the huge cities of Great Britain, or even than it is in the gigantic industrial capitals of the United States. Poverty is an evil in any part of the world. But it is easier to be poor and not lose all zest of life in Montreal than in almost any other of the world's famous cities.

Taking a survey over a sufficiently long term of years, the census returns show that one in every nineteen or twenty of the population of the Dominion lives on the island of Montreal, and that this ratio is practically constant. On this basis of computation the yearly increase in Montreal's population is from 20,000 to 25,000—a result which experience justifies—and it may be that, as Western Canada grows more and more rapidly, Montreal will show a still more notable growth. The example of Buenos Aires, which stands in very much the same economic relation to Argentina as Montreal does to Canada (the La Plata system of inland navigation is comparable with that of the Laurentian lakes) certainly makes for that conclusion. We are thus entitled to assume that when the Dominion has twenty million inhabitants, Montreal will have at least a milion—probably a million and a quarter. Already the urban population is close on half a million, and municipal workers in Montreal must prepare for the day when that number is doubled, and municipal problems begin to differ in kind as well as in degree from those which now present themselves—to be solved, it must be admitted, in a hesitating and unsatisfactory manner. It would be a pity if the Montreal of the near future was as chaotic and uncomfortable a city as, say, the St. Louis of the present day. "It has long been evident," to quote the *Montreal Herald*, "that the pressing need is for a concentration of the direction of affairs in the hands of a small body of capable men, who shall be encouraged to do what is best, and supported by the mass of public opinion against persons of local influence who may have a personal interest in working against the general good." The fact that the two chief racial elements in Canada meet, but hardly mingle, in Montreal, is naturally an obstacle to the adoption and carrying out of a continuous and strenuous policy for municipal improvements. But it ought not to be impossible to create the required public opinion to make civic pride a dominating inspiration, and to make and remake Montreal, which Nature has intended to be one of the most beautiful cities of the New World.

Like all the foci of business in the Dominion, Montreal, at the time of writing, bears signs of the hard times that are passing, if not already past. This summer, for example, the tourist traffic, from which her chief hotels derive an important annual profit, has been much smaller than usual. The number of American tourists going through to various holiday resorts, and staying in Montreal for two or three days has been surprisingly small, whereas the number of Canadian holiday-makers has very slightly decreased—surely a significant proof that the lean year now ended had affected the Dominion less seriously than the Republic. But perhaps the most positive sign that matters in Montreal are once more on the old basis of steady progress, is the renewal of activity in the real estate market. No observer who goes about the city can fail to see that Montreal is once

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more growing fast in every direction. The excellent (if rather noisy) street car service has done much, and will do more to facilitate the dispersion of the residents and prevent crowding, and the limit set to the height of buildings obliges the business of the city to spread itself over a larger area—to the obvious advantage of the whole community. The "slum in a box," which is a characteristic of New York and other American cities of the first and second order, will never exist in Montreal. On the whole, the prospects for the future are excellent, provided French and English-speaking citizens pull together and make their pride in Montreal a municipal driving-power.

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NOTES OF THE WEEK.

The Trade of Canada. We have so often drawn attention to the need for the Old Country to meet American enterprise in the competition for Canada's trade that we welcome an able article on the subject written by Mr. C. J. Fairfax Scott and published in the *Morning Post* last week. Mr. Fairfax Scott shows very plainly how the United States fosters and endeavours to expand her trade with the Dominion. The Washington Government maintains in Canada a staff of forty salaried Consuls at an annual cost of £20,000. This is the largest body of salaried Consuls representing one nation that is to be found in any single country in the world, the next largest staff being that of the American Consuls in Germany, where there are thirty-three Consular representatives of the United States. In addition, the useful practice has been followed of appointing unpaid Consular officers in less important centres. In 1870 the United States Consular officers, including paid and unpaid, numbered twenty-eight, in 1878 they numbered 123, and last year they totalled 139. While, however, the total number showed an increase in the last twenty-nine years of only sixteen Consuls, or not quite one-eighth of the whole, yet it is remarkable that the number of salaried positions was doubled in the same period, increasing from 20 to 40. When we consider further that during practically the same period (1873 to 1906) the United States has increased its export trade to Canada by £24,800,000—that is, from £6,500,000 in 1873 to £31,300,000 in 1906, or four times as much as that of the increase of the United Kingdom's exports to Canada, it is evident that the United States Government and people are eminently satisfied with their policy of maintaining and developing the national commercial intelligence representation of their country in Canada. In the face of these facts, to delay in meeting this serious competition would be an act of criminal folly. Mr. Richard Grigg has, it is true, been appointed Trade Commissioner, but to render his work effective he must be ably supported by salaried commercial agents at the great centres of trade. It is largely a question of money. If the Imperial Government really means business, and wishes to see British traders competing on equal terms with their astute Yankee rivals, then it must be prepared to pay for a good Commercial Intelligence Staff to be at the disposal of Mr. Richard Grigg, who, able man as he is, will be powerless if left without proper support.

* * *

The All-Red Route. Mr. Hamar Greenwood, M.P., who has returned to Canada during the recess, has, in the course of an interview with a Canadian newspaper representative, expressed the certain opinion that the scheme of an "All-Red" mail service to Australasia would be carried out. There was, he said, every reason to believe that before the British Government appealed to the country, a steamship and railway line round the world, subsidised by Great Britain, Australia, New Zealand, and Canada, and possibly South Africa, would be established. Mr. Greenwood has been in close touch with the Colonial Office, and we hope his optimistic prophecy is not made without sufficient grounds. We say this, not because we doubt Mr. Greenwood's good faith, but because, from all the information obtainable up to the present, it seemed that the movement had come to a dead standstill. The project for an "All-Red" route originated, it will be remembered, at the last Imperial Conference, when Sir Wilfrid Laurier brought forward a resolution urging the importance of such a scheme, and said that Canada would probably contribute more liberally than other Dominions, as she was interested in both sections of the ocean route, the Atlantic and the Pacific. Sir Joseph Ward, Premier of New Zealand, warmly supported the scheme, and said that New Zealand would be willing to contribute £100,000 a year. The Australian Ministers were also sympathetic. Since then the Dominion House of Commons has passed a resolution in favour of granting an annual sum of £250,000 towards the subsidy. The question resolved itself into one of cost, and herein was the difficulty. In the Old Country a section of the Liberal party is opposed to subsidies, as savouring of Protection, and the Nationalists would have nothing to do with the scheme if a port in Ireland were not made the terminus of the route. So the matter has been hung up. Now Mr. Greenwood has brought the question again to the fore, and we hope it will not again be shelved. Much depends on the attitude of the Imperial Government. But there is also the lack of co-operation among the countries concerned. The "Imperial Secretariat" of the Colonial Office is said to be hard at work, but with regard to this question, at least, it has not rendered any material assistance, but has rather left the other Governments to solve the problem as best they can. If there were a system of Preferential trade between Mother-country and "Dominions over the seas," there would be not half the difficulty, for the Imperial movement would be stimulated, and there would not be the hopeless lack of co-operation that now exists in London, the centre of the Empire, from whence the initiative in all movements of the kind should come. As things are at present, it is the daughters who join hands and strive to bind the family together, and the mother who seems to thwart their efforts and to be almost indifferent to the wishes and aspirations of her children.

* * *

Hasty Criticism. It is not altogether to be regretted that from time to time letters from unsatisfied immigrants into Canada are given space in British papers, as, whether the opinions expressed by their writers are drawn from too limited experience, or whether they accurately describe the true conditions to be faced in their new homes, they are at least genuine, and are, perhaps, even useful as showing that the path to prosperity is not always smooth, and must be bravely trodden. Such a letter has lately been published in our contemporary *John Bull*. The correspondent who writes of his inability to find employment probably belongs to that too numerous class which takes no heed of the warnings widely published by both the Dominion and the different Provincial Governments against the rash and promiscuous emigration of those who are probably not fitted to make their way at home, and possess no special qualifications that will give them a better chance abroad. Such emigrants the Dominion does not want, and states so most plainly, neither is she particularly desirous for those who leave their homes "For to admire and for to see and to be'old this world so wide," although to many who have started with no more stable intentions she has given both home and fortune. But for those who truly intend to avail themselves of the opportunities she offers, from the poor man whose ambition is to achieve independence by "homesteading" a western farm, to the man of small or large means who seeks a wider scope for his activities, Canada has nothing but open arms and a hearty welcome, be he Englishman or Scot, American or foreigner. Years ago there was much more occasion for sympathy for those who rashly emigrated to Canada only to find that they had made a mistake. Now, however, the intending immigrant has every opportunity afforded him of forming an accurate idea of his prospects of success. To those who can visit it, the Canadian exhibit at the Franco-British Exhibition will surely prove the tested value of the resources of the country, while from the officials at the Canadian Emigration Office, both at Charing Cross and throughout the country, information and advice, assistance or warning, may be had for the asking. These facts are now so well known that our repetition might seem unnecessary. But we must point out, when *John Bull*—in alluding to the statement by its correspondent that "Canada wants no Englishmen"—avers that "all our information has forced us to form the same opinion," the paper is speaking from the depths of crass ignorance, and a total lack of that information to which it appears to lay claim.

* * *

The Hudson Bay Railway. The announced intention of the Dominion Government to provide for the construction of a railway connection to Hudson Bay has met with the generous support alike of the Eastern and Western Provinces, and the only question remaining is as to whether it ought to be a Government built and controlled line or a private enterprise. Mr. D. D. Mann, of the Canadian Northern Railway, has declared, in an interview on the subject, that he has not much faith in Government owned lines, but, on the other hand, the *Toronto Globe*, the chief mouthpiece of Liberal opinion, is urging that a Government line, with running powers for all western railroads that desire to use it, would be the best solution of the problem, since not only the Canadian Northern, but the Canadian Pacific, the Grand Trunk Pacific, and in all probability the Great Northern Railway Company, will desire to avail themselves of the outlet to Hudson Bay. It is announced in the Government press that the Ministry has not yet come to any conclusion on this matter, although it is known that some negotiations have taken place with the Canadian Northern Company for the bonusing of an extension of that company's system to Hudson Bay, with running powers for all other roads which desire to use it. In the meantime, the Government has wisely determined to find out for itself the best route to be followed, and has made such arrangements as will ensure the conclusion of thorough surveys during the present season, so that Parliament may be enabled to deal with the matter when it comes together again next winter. Alternative routes are being surveyed to Churchill and to Port Nelson, and the ultimate choice between them will depend on the relative cost of construction, the climate, and the suitability of the country for settlement.

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The Drought. From an official statement published by the Canadian Department of Agriculture we learn approximately the extent to which the crops suffered from the heat and drought of July. Measured on the basis of 100 for a standard condition, being a full crop of good quality, wheat fell during the month from 84 to 76, oats from 90 to 81, barley from 83 to 80, rye from 92 to 78 peas from 82 to 79, mixed grains from 84 to 81, and hay and clover from 87 to 82. Beans alone have not deteriorated; their condition at the end of the month was 75 per cent., or one more than at the end of June. Other crops show conditions for the end of July of 78 for potatoes, 74 for turnips, 73 for sugar beets, 75 for other roots, 77 for husking corn, and 83 for fodder corn. Summing up the situation we find—to use a homely phrase—that a little of the gilt is off the gingerbread, it is true, but it is still a very handsome cake.

OUR OTTAWA LETTER.

(From Our Ottawa Representative.)

The British Preferential tariff policy of the present Dominion Cabinet was not so much the work of any individual Minister as it was the composite achievement of the Government as a whole. Sir Wilfrid Laurier has been spoken of as the Father of British Preference, and so he is, more than any other member of his Cabinet. But the Preference was no original conception of his Cabinet, but was rather one of the principles to which the Liberal leaders had committed themselves in their opposition days. But of the National Transcontinental Railway, which is now in course of construction from the Pacific Coast to Moncton, it may truthfully be said that this gigantic enterprise has been from first to last the conception of the Prime Minister, and will form in years to come an enduring monument to Sir Wilfrid's statesmanship and business foresight.

In the approaching General Election, which is expected to take place in the last week of October, or the early part of November an appeal will be made by the friends of the Government that Sir Wilfrid should be allowed to finish what he has undertaken in this matter. The road is now in process of building across the Continent, and what has not already been built is under contract, with the promise that the whole is to be finished and ready for operation by the winter of 1911. The Prairie Section is in a more advanced stage than any other portion of the new line, and it is promised by the chief engineer of the Dominion Government that the line will be open for through traffic across the plains from Edmonton to Winnipeg by the middle of November. Sir Wilfrid, during the campaign tour that he is to make throughout the North-West this fall, will have an opportunity of travelling over the portion of the Transcontinental from Portage la Prairie to Saskatoon.

Since the close of the Session, the Hon. George E. Foster, ex-Minister of Finance, has been conducting a series of political meetings in the Maritime Provinces, and it has been announced that Mr. R. L. Borden, the Conservative leader, is to have the assistance of three provincial premiers, viz., Messrs. McBride, Hazen, and Roblin, in a tour of the Ontario constituencies this fall. Sir Wilfrid Laurier will open his tour in the Province of Ontario in the early part of September, and will afterwards travel westward through Manitoba, Saskatchewan, Alberta and British Columbia to the Pacific Coast, delivering addresses at the leading centres in each of these four Provinces.

The Opposition campaign will be based in the main on charges of ministerial incapacity and mismanagement arising out of last Session's investigations of the Public Accounts Committee, and the Conservative leaders expect to make large gains against their opponents in Ontario, New Brunswick, Manitoba, and on the Pacific Coast. Nothing has transpired, however, to indicate any lack of confidence in Sir Wilfrid Laurier on the part of his own people, and some Ministerialists declare that their opponents will not take more than half a dozen to ten seats out of the sixty-five seats in the Province of Quebec. The Government, in the last General Election, gained a majority in every province excepting Ontario, and in the cases of Nova Scotia and British Columbia left their opponents without a single seat. The Ministerial majority in the House of Commons last Session was 76 in a House of 214 members. The next House of Commons will have a membership of 221, owing to the increased representation accorded to the new Prairie Provinces of Saskatchewan and Alberta.

The Royal Horticultural Society's autumn show of colonial-grown fruit and vegetables will be held on November 26th and 27th next, in the Royal Horticultural Hall, Vincent Square, Westminster, London when the president and council hope for a large show of fruits worthy and representative of those British colonies whose fruits are in season at that time of year. During the past few years the November colonial show has been highly successful.

The Surveyor-General of Canada has estimated that in Saskatchewan and Alberta alone there is a total land area of 324,125,440 acres, of which 106,240,000 acres are suitable for growing grain, the remaining portion being adaptable for ranching purposes.

"A KING FOR CANADA."

An article in "Collier's," under the heading of "A King for Canada," has attracted some notice in the Canadian press. The title of Captain Hamilton's article does not do full credit to the author's good sense, for his proposal is rather: (1) that the Governor-Generalship should be made a life post, and (2) that a Royal Prince, trained for the purpose, should be induced to accept it. With the name which the office should carry he is not particularly concerned. But Canada, he thinks, is fast outgrowing the Governor-Generalship in its present form, and if a Royal Prince were appointed thereto, for a term, as an experiment, the appointment, if satisfactory, could readily be made permanent. The *Montreal Herald* rather encourages the suggestion and observes that it is time we ceased to be contented with flying visits from the Royal family every five years. The *Ottawa Free Press*, another organ of liberal opinion, thinks that instead of removing the Governor-Generalship further away from the people that a growing democracy will demand its bestowal on one of the country's own big men. But these are mere detached opinions, and the truth is that Canadians have given but little thought to such things. In most of the comment which has appeared on Captain Hamilton's kingship the idea is treated as a joke. The truth is that with Canada's growth to nationhood the Governor-Generalship is bound to become an office of ever increasing difficulty for any Imperial statesman to fill, and in saying this, no reflection is passed on the line of able men who have succeeded one another at Ottawa for the last forty years. There is reason to believe that some of them have wielded more influence on the larger aspects of public business than Canadians generally are aware. But one trouble is that by the time a Governor-General has become fairly acquainted with Canadian geography and public affairs his five years' term is up, and away he goes. How much better, Captain Hamilton suggests, to have the Governor-Generalship converted into a life appointment like the kingship itself. Well, perhaps so, but everything would depend on the discretion that was shown in his selection. With the wrong man we should be infinitely worse off than we are at present. But perhaps the idea which Captain Hamilton has in mind can be realised without limiting the selection to the Royal Family. British and Canadian statesmanship at all events will be found equal to whatever readjustment of Imperial relations the future may involve. One incident of the institution of a Royal Court in Canada, if the thing ever came about, would be the conversion of Ottawa into the social Capital of North America, and a Mecca, we fear, for virulent epidemics of republican tourist traffic.

QUEBEC.

At last, 'tis gone, that fever of fair days,
And silence broods o'er that late Babylon.
The mighty fleet, the marching hosts have gone,
The radiant week becomes a memory.
The tired city, returning to its tasks,
Takes up once more its daily duty's round,
Fulfilling, godlike, ancient destiny.

But is the vanished pageant all a dream,
At morning shattered by the cruel return
To grim, material round of serf-like tasks
Of mimes, who, mirthless, weave some hideous web,
And, ever weaving, never know the end?

Hearken! thou ancient storied River Crag!
Give answer from thy mists of thy great hill!
Lifting thy titan shoulders, mantled green,
And teach the world—yea, thy poor children blind.
Rend wide this veil of gross, material sleep!
Wake Neptune from his foamy, spermy tent,
And Pan, to sing, from out his forests green.

What is that lesson thou would'st have us learn?
What is that dream which lurketh in thy sleep?
What visions 'neath thine eyelids ere the dawn?
Would'st thou, old Crag, worn of earth's aged despairs,
Weary of dark dominion, like that fiend,
Planet o'ershadowing, bereaved of light,
Upon the shoulders huge uplift the morn?

Meanwhile thus broodest where vast mountains frown,
And thy great river, seaward, ever melts
Beyond Orleans for many a weary mile
Into the lonely evening, purpling bleak;
As when, in ages gone, Atlantean gods,
Grave titan children of the early world,
Pushed here their wondering prows and gazed in awe.
Or, 'chance, famed Jason, with immortal crew,
Moored here the Grecian ship, fearing thy grim
Gates, heraclean, to the Hesperides.

Ottawa. WILFRID CAMPBELL.

Rare Opportunity for Collectors.

FOR SALE.—Portrait of General Wolfe.

On page 104 of "CANADA," August 1 (No. 134), we published a reproduction of a portrait of General Wolfe. The owner of the original painting—which is attributed to Thomas Hudson, the tutor of Sir Joshua Reynolds—wishes to dispose of it. All communications on this subject addressed to The Art Editor, "CANADA," 34-35, Norfolk Street, Strand, London, W.C., will be forwarded promptly.

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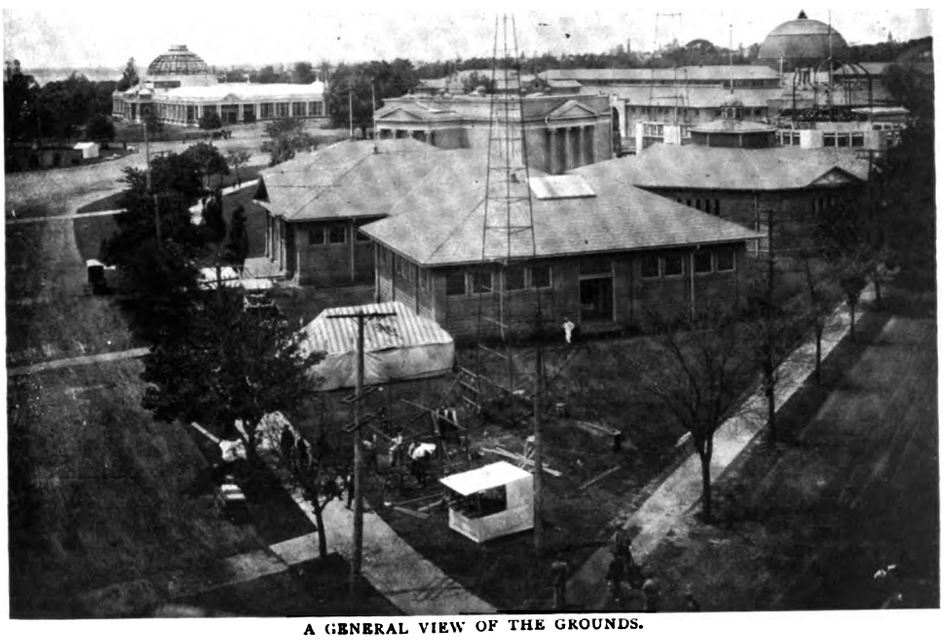
CANADA'S PRINCIPAL EXHIBITION.—TORONTO'S WONDERFUL VARIETY OF EXHIBITS.

THE AGRICULTURAL BUILDING AT TORONTO EXHIBITION.

Of all the local annual exhibitions which take place in Canadian cities, the one held in Toronto during the first two weeks of September, as yet, stands pre-eminent. Its park-like grounds bordering on Lake Ontario cover over 200 acres, and the permanent buildings erected thereon, both in their size and attractiveness, are a great surprise to the visitor from England and the United States. Last year over 700,000 persons passed through the gates. Excursions at cheap rates are run during its session not only from Montreal, 333 miles east, but from western points as far as distant Winnipeg.

Among the exhibitors American firms are strongly in evidence, and thousands of citizens of the States bordering on lakes Ontario and Erie choose the period of the Canadian National Exhibition to pay that visit to Canada which is becoming more and more popular with the American tourist.

The permanent buildings cover forty acres, the largest being that devoted to manufactures and the arts, which has 95,000 square feet of floor space. Machinery Hall covers 86,000 square feet, and here the Canadian farmer and manufacturer is able to see in actual operation the latest developments in scientific labour-saving appliances, which it may be useful to him to adopt. It has been a source of regret to visitors from the United Kingdom to see how almost entirely this splendid opportunity of advertising is abandoned to the American manufacturer, and a great surprise to note the rapid strides which Canada herself is making in many manufacturing industries. Last year the total value of the exhibits was over $10,000,000, without taking into account that by the King, of his gifts from India, which proved one of the great attractions of the fair. In the spaces devoted to agricultural exhibits there may be seen some ten thousand horses, cattle, sheep, pigs, and poultry, all of good pedigree, while the displays of grains, fruits, flowers, and vegetables are as pleasing and instructive as they are profuse. The dairying section is another especially attractive feature to the English visitor, who, wherever he goes, is compelled to realise the immensity of the resources of the Dominion. Of course, as at other exhibitions elsewhere, the majority of the visitors are seeking amusement rather than instruction, and the management provides such with ample gratification. There is a nightly display of some such feature as the storming of Sebastopol, also circuses, and variety entertainments of all kinds. The grand stand has a seating capacity of over 16,000. Celebrated bands are engaged; this year, for a wonder, no British regimental band is to be in evidence, but many Canadian regiments and social organisations possess no mean performers.



A GENERAL VIEW OF THE GROUNDS.

Not to have visited the Toronto exhibition is to have missed a splendid opportunity of realising what Canadians produce when they are at work, and how thoroughly they can enjoy themselves when at play.

This year a very elaborate display of the mineral resources of Canada, and particularly of the province of Ontario, will be a feature of the exhibition. Dr. Orr, the manager of the exhibition, who pays an annual visit to Europe in search of works of art and other exhibits, was successful in obtaining the loan of many valuable paintings from art galleries and private individuals in England and on the Continent.

There will also be on view twenty-six paintings lent for the exhibition by the Corporation of Nottingham, the Fine Art Society, the Corporation of Leeds, Sir William Treloar, the Corporation of Liverpool, the Victoria and Albert Museum, the Corporation of Preston, the proprietors of the *Graphic*, the Corporation of Southport, the Duchess of Albany, and Mr. Graham Robertson.

A TYPICAL CROWD ROUND A BAND-STAND.

Mr. J. B. T. Caron, junior member of the House of Commons for Ottawa, has announced that he will not again run for election in the city.

During the eighteen months ending December 31 last 17,714 aliens were naturalised in Canada. Of these 7,259 came from the States.

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Sport and Profit Combined: Whale, Bear, and Walrus Hunting in the Canadian Arctic.—No. I.

By Sandon Perkins.

THE DUNDEE WHALER, "BALAENA."
From the barrel at the top of the mainmast a constant watch is kept.

IT is surprising how very little is known in both Canada and England in regard to the great far north of our American possessions. It seems to be the custom to regard Canada as a strip a few hundred miles wide, extending across the Continent, from the Atlantic to the Pacific, bounded on the south by the United States, and with a limit somewhere "up North," where the furs come from. But not one in a hundred ever stops to consider that those unknown lands and seas may in time become a source of further wealth to the Dominion.

Up to now we have been satisfied with the rich wheat fields, the cattle ranges, the timber lands, and the mines and fisheries of the south, and, except as a part of the romance of the Hudson's Bay Company, or in connection with Arctic exploration, the far north has attracted little attention. With the building of railroads towards Hudson Bay I have no doubt this order of things will very soon be changed, and that more attention will be directed towards testing and developing the possibilities of these regions, more especially in regard to their probable mineral wealth.

In this article, however, I intend to deal with the possibilities which the extreme north of Canada offers to the speculator for investment, and to the sportsman to combine in a six months' hunting trip, a great deal of pleasure with a certainty of a good profit.

I spent seven months last year on the shores of Baffin Bay, and though this was not my first trip across the Arctic circle I was astonished by what I saw, and surprised that a region so rich in game, and so attractive to the big game hunter, should have been visited by so very few.

A word in passing in regard to the climate. A great many people have the idea that the Arctic regions are always in the grip of King Frost. Now for the six months, from May 1 to October 31, I kept a very careful log for the Meteorological Society, taking temperature observations at 8 a.m., 12 noon, 4 p.m., and 8 p.m. During this period we were at one time as far north as 77 deg. north latitude, or over 2,000 miles to the north of Ottawa, and the average temperature at noon worked out at 33.85 deg. Fahr. The greatest cold noted was on October 28, at 8 a.m., in the 70 deg. north latitude, 18 deg. Fahr. The greatest heat occurred on September 2 at noon, in the 73 deg. north latitude, and was 52 deg. Fahr., so even as regards the Arctic climate Canada has been badly maligned. Of course, I am aware these are figures for only half the year, but they are for the season in which all the work is done.

My journey north last year was made on one of the whalers sailing from Dundee, which is now the only port which sends ships to the Davis Straits fisheries, and though the voyage was far from remunerative—from causes into which I cannot enter—I saw enough to convince me that these northern lands and seas may at some time form a valuable part of the Dominion.

Whale fishing in Davis Straits, which about a century ago employed several hundred ships and an army of men, is now carried on on a very limited scale, the fleet at the present time comprising only seven or eight ships. The chief objects of their search are the bowhead or black whale, which has "bone" over twelve feet in length, and the Greenland or right whale, whose "bone" is usually about eight feet. The former species yields about a ton of bone, the latter about half that quantity. At the present time whalebone is worth over £2,500 per ton, so, adding to these amounts of bone the oil which is extracted, a good whale may be valued at £3,000, and as the Dundee ships are equipped, pays the year's expenses. When one ship gets six whales, as has been the case with one of the fleet this year, a very handsome profit is assured.

Now, with this valuable quarry to hunt it may be easily imagined that the skippers do not pay much attention to the other habitants of the northern seas, nor do they, as is the case in the very successful fisheries which have recently been established on the coast of Vancouver's Island, attempt to utilise any of the by-products. They merely cut out the bone, strip the blubber, and throw the "Krany" overboard. The British Columbia Company, which I just alluded to, has only been operating for a very short time, but has achieved some wonderful results. They hunt the "commoner" whales (finback, grampus, humback, etc.), which usually frequent the waters south of the home of the "bone" whales, and are not thought worthy of capture by the Scottish whalers. This branch of whaling is, I think, well worth considering on the Atlantic side, and should, if worked on modern lines, as is the case on the Pacific coast, open a new and profitable field for speculation. "No waste" is the keynote of the Pacific coast method. Every part of the whale is utilised, even the tail—which is known amongst the whalers as "muk-tuk"—

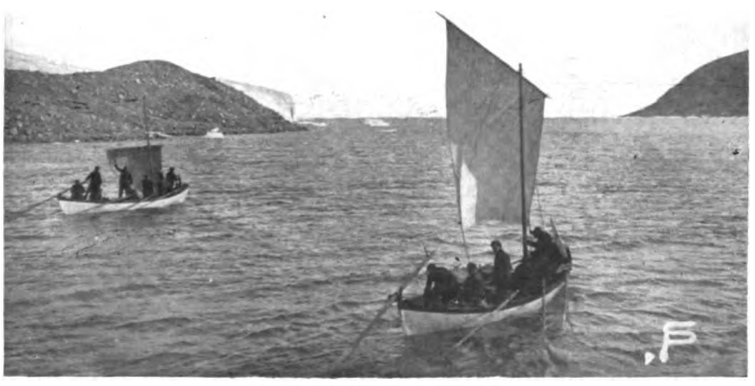
A LOOK-OUT SHELTER ON THE HILLS.
Used while the vessels are in harbour to give notice of whales sighted in the open sea.

is salted in barrels and sold to the Chinese and Japanese, who consider it a great delicacy. The intestines and linings of the stomach are made into leather,, a considerable amount of tallow is extracted, and the refuse and skeleton are utilised as fertilisers. There is also the meat, and some suggestions have been made that this would also, if properly cured, find a ready sale in the Orient.

I believe some work of this kind is now done on the Newfoundland coast, and also by the Norwegians, but no attempt has been made to combine the search for the two distinct species, or to adopt modern apparatus; in fact, I believe the Scottish whalers are now equipped much the same as they were half a century ago, with the exception that they now have steam auxiliary engines, which prove of great use in ice navigation.

In addition to these monsters of the deep, there are numerous other creatures which would well repay the hunter. First, I may mention the walrus or sea horse (Trichecus Rosmarus), which not only afford very good sport in hunting—their heads and tusks forming unique trophies—but are also of great commercial value. They are very plentiful all over the northern seas, but more especially so in the neighbourhood of the Arctic Circle. There is that risk attached to their pursuit that gives the necessary fascination to the true sportsman. They are found in schools, though oftener in twos and threes, lying in the sun either on the ice pans or on a projecting rocky shelf. The great difficulty in securing them is the fact that if they are shot in the water, or if they slip off the ice into it, they sink like stones to the bottom. If a bull, or, worse still, a calf, should be wounded in proximity to the boat in which the hunter sits, then is the time to prepare for trouble. These great creatures, often fifteen feet in length, with gleaming red eyes and fierce tusks, will attack in a most savage manner, and, if great care is not used, will quickly rip the bottom out of the boat.

I may next mention the narwhal (Monodon monoceros), or, as it is commonly called, the "unicorn." This also furnishes a much-prized trophy, the long twisted horn being often over ten feet in length. The mode of



BOATS PURSUING A WHALE.
The boats are about 25 feet in length, and built especially for the work. Sometimes they lie outside the harbour "rocknosing" on the chance of sighting a whale.

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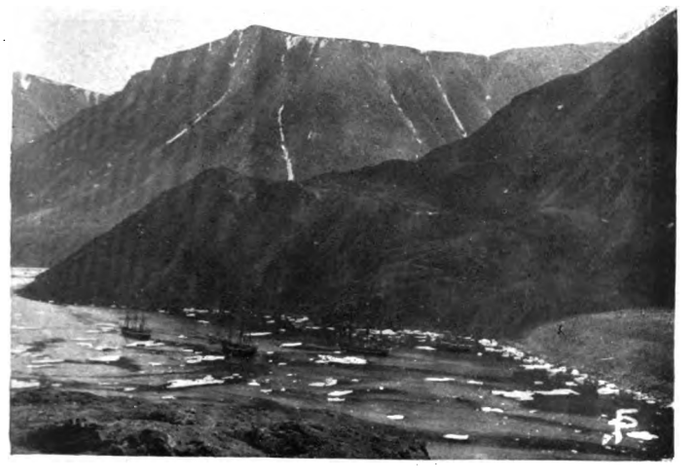

SCOTTISH WHALERS IN DRIFT ICE IN ALBERT HARBOUR, JULY 30, 1907.

securing this monster is more usually by harpooning. There can be no more exciting sport than to stand in the front of a boat harpoon in hand, as the boat is gradually and gently, with muffled oars, rowed down into a school of these creatures, as they gracefully career through the open pools and along the edge of ice-floes—now

A SLEDGE WITH ITS DOG-TEAM.
When the photograph was taken the ice was rotten, so a boat was carried on the sledge for safety.

and again, as they come up like porpoises, showing their great horns—and then, when sufficiently near, to plunge in the sharp barbed steel and feel the rope hissing over the gunwale, until at last, tired out by the chase, the unicorn comes to the surface and is soon dispatched by a few well-directed thrusts of the lance.

THE FIRE AT FERNIE.

Alleged Incendiarism by the "Black Hand."

A startling explanation of the Fernie disaster is given, an explanation so serious (says Reuter) that it would not be repeated were it not backed by the weight of no less a person than Manager Hale, of the Elk Lumber Company, who was on the ground when his mill and lumber yards suddenly caught fire. Mr. Hale believes that the simultaneous appearance of the flames at two points threatening the city was not the result of accident, but was the work of members of the Italian organisation known as the "Black Hand."

He is convinced that friends of the "Black Hand" prisoners, who were lodged in the Fernie gaol awaiting trial on a capital charge, started the fires in an effort to create a diversion and effect the prisoners' release; that the sudden increase of wind made the desperate game they were playing still more desperate, and resulted in the destruction of the town.

The behaviour of the six prisoners is thought to lend colour to the theory of Mr. Hale. Refugees state that the prisoners were highly elated when they saw the fire spreading, and acted as if they had anticipated the conflagration. The prompt action of the guards in first manacling their charges and then watching over them with loaded rifles until they were safely lodged in Cranbrook goal, effectively frustrated their hopes and prevented any attempt at a rescue.

Robert Kerr, the Canadian who won the 100 yards and 220 yards athletic championships of Great Britain and the 200 mètres race in the Olympic Games has been accorded a flattering welcome on his return to Hamilton, his native place. He was presented with an address, an inscribed silver plate, and was promised a further testimonial from the citizens of a sum of money. Silver plates were also presented to Beattie and Fletcher, who did well in the clay-bird shooting competitions, and Caffery who ran in the Marathon race.

IN ECLIPSE SOUND: THE MOST NORTHERLY INHABITED HOUSE IN THE WORLD.

This is the headquarters of a Dundee Whale and Walrus Fishing Co. Two white men have wintered there for three years

THE NEWFOUNDLAND FISHERIES.

The *modus vivendi* between the British and American Governments for the winter herring fishery on the west coast of Newfoundland, which lasts from October to January, has been, according to a Reuter's telegram, renewed for the coming season on terms practically identical with those of the past two or three years, when it was called into being to avert possibly serious friction with the Colonial authorities.

It has been agreed by all the parties to this dispute to submit to the arbitration of The Hague Tribunal, but it is a moot question whether it will be ripe for this process for a long time to come. Sir Charles Fitzpatrick, Chief Justice of Canada, was accepted as arbitrator for that country and Newfoundland, as Canada is also an interested party, but it is said that it was later proposed to have a separate representative for Newfoundland, which proposal the United States are understood to have refused to agree to. The terms of the reference to The Hague Tribunal are also unsettled, and it is understood that there are serious differences of opinion between Newfoundland and the United States on this point. Even, however, when this difficulty is got over, and a draft is agreed upon by the several Governments interested, it will then have to be drawn up in treaty form and submitted to the United States Senate for ratification before it becomes operative. It is no exaggeration to say that if the treaty is not satisfactory to the American fishery interests it will never get through that Chamber. At any rate, it cannot be submitted to the Senate, even if complete, before December, when Congress meets, and as the session closes on March 4, it is altogether improbable, with the confusion incident to a new President assuming office, that it will be considered at all next winter, and in that event the matter will go on for another year.

If it should be considered, the United States fishery interest is all-powerful at Washington, principally because it represents that the New England fisheries are the nursery of the American Navy, and with the agitation in that country now for battleship building it is easy to see what effective use could be made of such a cry even though it might not be true, for most of the crews of the New England fishing vessels are not Americans at all. However, this argument has sufficed for twenty years to defeat all efforts for reciprocity, and it remains to be seen whether it has lost its potency now.

In any event, the spokesmen of the American fishery interests maintain that they can exert sufficient influence, through the agency of Senator Lodge, to prevent the passage of the Treaty, because the *modus vivendi* now in force gives them practically every advantage which they could derive from the most favourable arbitration, and therefore there is no point in their risking anything before such a tribunal as that at The Hague.

No trouble is expected in the progress of the fishery this autumn and winter, because a general election takes place in Newfoundland in November, and the Government will not be likely to complicate the issues before the country by any action on this matter, but will be more inclined to let matters slumber for the time being.

It is expected that a very large number of American boats will take part in the fishery this year.

The small fruits in the Okanagan Valley, British Columbia, this season yielded the biggest crop that has ever been known.

The Comptroller of Canadian Railway Statistics states that there are now 2,823 miles of railway in Manitoba, and 3,173 in Alberta and Saskatchewan. Hundreds of miles are also under construction.

It is proposed to form a small representative party of the members of the Atlantic Union to visit Canada and the Eastern States during the autumn, leaving England about the end of Sepember and returning about the middle of November. The cost is estimated at not exceeding £75 each. Members desirous of joining the proposed party should communicate with the hon. sec., Mr. T. Driffield Hawkin, 13A, Cockspur Street, London, S.W.

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Canada's Busy Harvest Time.

CUTTING THE CROP.

THERE are six scenes or tableaux, one might say, in the pageant of wheat growing in the West. First, in the spring time, comes the ploughing or disc-harrowing and the seeding of huge stretches of land that appear almost as illimitable as the sea; secondly, the springing up of the grain until the rough brown surface of the fields is covered with the tender green of the young shoots; third, when the brilliant Canadian summer is ripening the acres of rustling green into gold; fourth, the strenuous period of harvesting, when the reaping machines lay the shoulder-high ear-laden stalks upon the stubble; then the threshers each beating out its thousand or more bushels a day; and, lastly, the long procession of the grain to the elevators, and thence to the lake and sea ports for distribution over the world.

It is the fourth of these scenes that may now be seen in Canada almost anywhere between Winnipeg and the Rockies. The whirr of the machines among the wheat-stalks, the steady placing of the bound sheaves in stooks, and the heave of the strong sunburnt arms as the sheaves are lifted into the harvest-wagon to be temporarily ricked pending the advent of the thresher, begins in the grey of the morning, before the sun has asserted his power, and continues through the noonday heat and the cool of the evening until night closes down. Six days do the wheat farmer and his men labour; the seventh they spend in the ordained rest, "smoking," as Spurgeon so eloquently said, "their pipes to the glory of God."

It is the custom in the west for one man to help another through these days of hard unceasing toil. To this end "bees" are arranged, and thus one may see, as our first photograph shows, nearly a score of reaping machines at work on one man's holding. In return he gives his services to the men who have assisted him. This method is especially adopted in districts where labour is scarce, and the farmer's wife and children are often forced to take their share of the harvesting work. One may often see the women-folk "stooking" behind the reaper; while the boys, should the farmer be blest with any, are working their hardest driving the teams and loading.

The demand for labour during the harvest season is never, and, one may say pretty truly, will never be, filled. Where a farmer keeps two hands on during the rest of the summer, he requires ten or more when the grain is ripe. Thus labour is dear from the farmer's point of view, while from the labourer's standpoint the pay is deserved, as the job is only a temporary one. Labourers engaged for the harvest alone generally receive $2 (8s. 4d.) a day and their board, while men taken on for the summer are paid $25 a month (about 25s. a week) and board, and farm helps hired for the year receive from $200 to $300 (£40 to £60) per annum and board. It must be remembered that in the case of the harvester the work is only temporary, and the hours are exceptionally long. The extra demand for labour is supplied as far as possible from the Eastern provinces, when harvest excursion trains, each packed to overflowing with harvesters, are run to the clamouring west.

Two old cannons which were used in the defence of the Citadel at Quebec during the siege by General Wolfe in 1759, are being offered for sale by Mr. Gustave Eventurel, of 366, Bronson Avenue, Ottawa. With the guns go two pyramids of ancient cannon-balls, which were preserved in Quebec with the cannons from the time of the French regime. Each gun weighs 1,600 pounds and is set upon a carriage of the same weight. The guns and carriages are entirely of iron, the carriages having short wheels. The muzzles of the guns are about five feet in length. In each of the two pyramids of shot there are thirty cannon-balls, each of which weighs 32 pounds.

SIX MILES OF STOOKS AND STACKS, NEAR THE PEMBINA HILLS, MAN.

THE ALL-RED ROUTE.

In an interview published in Canadian newspapers, Mr. Hamar Greenwood, M.P., is stated to have expressed himself as certain that the idea of an "All-Red" route would be carried into effect. There was every reason to believe that before the British Government appealed to the country a steamship and railway line round the world, subsidised by Great Britain, Australia, New Zealand, Canada, and possibly South Africa, would be established.

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Fishing in Algonquin Park.

ON LITTLE ISLAND LAKE.

EVERY year the Algonquin National Park is becoming more popular with those who, preferring an outdoor holiday among the beauties of wood, stream, and lake, have already enjoyed its charm. In addition it is becoming more widely known, and its lovers now include many visitors from both the United Kingdom and the States. As evidence of the attractions of the Park, the following letter, sent to the Grand Trunk Railway system by an official of the State of Connecticut, on the conclusion of a short visit to Algonquin, is eloquent:—"Some weeks ago I sent for and obtained a Grand Trunk folder relating to Algonquin Park. The printed matter received was very interesting reading, but I had the opportunity of learning within a few days that the beauties of the park were not overdrawn, and that the fishing obtained there was the best I have ever had the privilege to enjoy. I arrived at Smoke Lake late Sunday evening.

PREPARING FOR A DAY'S FISHING ON CROWN LAKE.

June 28. I started for Crown Lake the next morning, and fished in that lake and had good luck, catching square-tailed trout. This lake is outside of the Park. As I started for my headquarters at the Park, June 30, on my return trip, I fished in Ragged and Smoke Lakes for salmon trout, using a deep water troll and brown minnow for bait. Between four and five o'clock I caught two salmon trout; one of them weighed about ten pounds, and the other, an elegant specimen, weighed eighteen pounds, and measured thirty-two inches in length.

"As my stay was only three days in the Park, I mean to know more about this place, and shall try to go in there again this fall. Descriptions of localities and prospectuses of railroads are oftentimes disappointing. Many times I think it is due to the fact that the pictures are greatly overdrawn, but from my own experience I should say that your folder does not describe this beautiful country, known as the Algonquin Park, in as bright colours as the facts warrant.

"Since my return I met a friend of mine, who, upon my advice, is now fishing in the Park in company with his wife. He writes me that all I told him regarding the country is true, only that I should have said more."

The Algonquin National Park, which is situated in what might be called the eastern section of the "Highlands of Ontario," covers an area of 1,800,000 acres of forest and water stretches. There are no fewer than 1,200 lakes and rivers within its boundaries. As a holiday resort it presents unrivalled attractions, but there is no crowding at Algonquin. Civilisation has not yet encroached upon Nature's domains, and man's handiwork is not continually in evidence.

CAUGHT BEFORE BREAKFAST.

THE FUTURE OF ANTICOSTI.

The visit to Anticosti Island, at the mouth of the St. Lawrence, of an American party, accompanied by the agent of the British Embassy, the Ministers and Secretaries of State in Berlin, the President of the Imperial Bank, several high Canadian officials, and M. Menier, the owner, has given rise, says Reuter, to a rumour that a big syndicate has made a proposal to purchase the island from M. Menier, who is apparently anxious to get rid of it.

A party of thirty-five British tourists, under the auspices of the London Polytechnic Society, are visiting various points in Canada.

Six Canadian bear cubs recently arrived at the Canadian Pavilion at the Franco-British Exhibition. Colonel Hutchinson has utilised the occasion for an effective display of pulpwood in the immediate outside of the Pavilion, around which the cubs sport to their heart's content, and the amusement of the crowds of spectators who daily witness their antics

CASTING FOR SPECKLED TROUT.

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Mineral Springs and Healing Waters of Canada.

By EDWARD ANGUS.

IT required three hundred years for Canada to uncover Cobalt. The late Dr. William Henry Drummond called to see a patient, tasted strange water at a country well, and discovered Radnor.

The locating engineers of the Grand Trunk Pacific went to wash themselves in an innocent-looking, sun-kissed lake near Saskatoon, and found that they could almost float on the water, that was buoyant and charged with minerals. They likened it to Salt Lake, the most saline of all the waters of which we know, with the single exception of those of the Dead Sea of Syria. An aged man, pain-racked and guarled, bathed here and claimed to have been healed.

The Yankees chased the British north from Niagara, rested, and nursed their wounds at the Well of St. Catharine. The British chased the Yankees back and saved the well, which has since become famous as an all-the-year-round watering place.

The red deer that roamed the beautiful St. Francis Valley used to dig holes in the sand, and drink the water of that river seeped in, preferring this to the clear water of the river, famous for its purity. The Indians, always the greatest students of animal life, marvelled at this, but they knew the red deer knew, and so began to ape the animals. The infirm bathed in the mineralised water, and it made them well; the aged drank of it and renewed their youth. They told the wonderful story to other friendly tribes, and in this way the waters of the Abenakis became known to nearly all the northern tribes.

Always the instinct of the animal has helped in the education of the Indians, and the Indian being in all such matters superior to the white man, has shown him the way. I have heard engineers boast that a path-finder once discovered a mountain pass and blazed a way for the "Iron Horse" where there was not even an Indian trail. That was because the Amarind, being wiser, followed the river and avoided the mountain pass altogether. In all probability the Indians drank Radnor straight, and we know now that they bathed in the lately-discovered Salt Lake of Saskatchewan and used the waters at St. Catharine's Well.

To return to the "fountain of youth," as the Abenakis called the spring on the St. Francis, it is related by Indians still alive that forty-eight years ago an Indian was going blind. All the fake medicine men had tried to heal him, but year by year, month by month, his eyes grew dimmer, until he bethought himself of the waters which had worked wonders for others. His *hagan* was far to the north-west in the haunts of Hiawatha, but he started for the land of the Abenakis, stumbling over portage and paddling in the perpetual twilight that had settled upon him. When he arrived, so the story runs, they had to lead him to the pool, where he began bathing his eyes. He drank of the water, and literally wallowed in it. For almost from the day of his arrival he grew better. At the end of two moons he walked forth a new man. So deeply was he impressed with the wonder wrought that he refused to return to his own people, but lived out his life with the Abenakis.

It was this aged Indian's story that first attracted the present owner of Abenakis Springs and caused him to acquire the property. This was nearly a quarter of a century ago, and some twenty years after the cure claimed by the Indian was worked. Since that time an hotel has been built at the Springs, upon which the writer stumbled almost by accident, and where he met men and women from the four corners of the continent. Many came merely as summer visitors, for there is bathing and boating on the beautiful St. Francis, which flows through a lake and empties into the St. Lawrence not far away.

Some came full of years and pain, and claimed to find relief. Others came crippled and on crutches, and went away on a hop, skip, and jump.

Nearly every woman will tell you that *her* family doctor is the only one, and it is the same with mineral springs. I know a number of men who will tell you that the waters of this spring or that are a sure cure for rheumatism.

A Detroit man went all the way to Berlin to consult a specialist. The learned doctor looked him over and told him that there was one place, and only one, for him.

"Where?" asked the man. "Show me the way," for he had money in his own right.

"It is a place called Mount Clemens, in the Province of Michigan, which, as you probably know, is in America."

"The devil," said the man, "I can go over there on a street car."

When he had paid the fat fee he returned to his native State and was cured. Mineral spring and profits have hard sledding in the country in which they happen.

I have seen men here who regard it as almost a sacrilege to question the efficacy of Abenakis Springs. And because of this they are planning more hotels with swimming pool, and are preparing to bottle, on a large scale, and to ship these wonderful waters to an ailing world.

THE CLUB-HOUSE AT ST. CATHARINES.

PROTECTING CANADIAN FISH.

At a meeting of Mr. Tinsley, Chief Game Inspector of Toronto; Mr. A. Kelly Evans, Vice-President of the Fish and Game Commission of Ontario; Messrs. Derbyshire, Dargavel, and Charles Britton, of Gananoque, and members of the Anglers' Association of the St. Lawrence at Gananoque, important measures were adopted intended to settle upon a uniform season for bass, pickerel, and muskalonge from the Atlantic to the Pacific. It was also decided that efforts should be made to abolish the present license of $5 a rod prevailing at present, making the waters free and open to all. To protect the fish efforts will be made to secure legislation in New York State to prohibit the sale of black bass. A committee of seven representing New York State and Ontario, consisting of Colonel Staples, R. P. Grant, William Thompson, and the assistant game protector of New York State, and Messrs. Tinsley, Dargavel, Britton, and Derbyshire, was appointed to meet at Toronto in the fall and take up the matter in an international way.

Fourteen new steel Smith targets have been added to the rifle butts at Rockcliffe. The butts now have 69 targets and a total length of almost 1,000 feet.

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CANADIAN LITERATURE.

Lecture by Miss Warnock.

An interesting and instructive lecture on Canadian literature was delivered last week at the Lyceum Club, London, by Miss Warnock (better known in Canada as "Katharine Hale"). The address, which was made additionally attractive by Miss Warnock's artistic interpretation of selections from the poets under discussion, was heartily appreciated by the audience.

"In literature," Miss Warnock said, "we have not yet achieved anything really great in Canada. We are perhaps more occupied in laying down those miles of city water-pipes, etc., which Mr. Kipling alluded to so feelingly in Toronto last winter, than in piping miles of poetry. The first age of exploration and experiment, of glamour and heroic adventure, the age of immense physical energy has passed in Canada and has led out into the age of enterprise, which in the history of every nation has preceded the age of art. We are distinctly in an intermediate stage of growth and development in Canada, which, from the very fact that in the midst of eager material life the life of thought and the life of letters do obtain and grow and thrive, shows unmistakable signs that we are already close upon the borderland of that greater and everlasting age—the age of art.

"It is not to an Indian-haunted, or wild-wood, or homespun literature, then, we must look. These elements we have largely left behind us, but, when you find a care for form blent with a spirit that is vibrant, and big, and free, and coloured by the wide sky, the shadows, and the brilliant western sun, imbued with a divine unrest, still tinged with immaturity—that is Canadian literature.

"It is to the French Canadians," continued the lecturer, "that we must go for the beginnings of our national literature, and we must remember that as early as the seventeenth century there was learning in the city of Quebec, and a love of art as fervent as ours to-day. And there in the wilderness, surrounded by unbroken forests, and ambushed by Indians, those French Canadians were laying the foundations of a literature which has no excuse for failure." Miss Warnock made reference to the French-Canadian poets—Octave Cremonie, Frechette, Pamphile, Le May, and Benjamin Sulte.

Dealing with the English-speaking writers, the lecturer referred to the work of Major John Richardson, author of the historical romance "Waconsta"; to his contemporary Charles Heavysege, whom she described as one of the uncrowned pathetic figures that have crept very near to the Holy of Holies; and to other earlier writers—William Kirby, Alexander McLaughlin, Charles Sangster, and John Beattie Crozier, of Galt, whose "History of Civilisation and Culture" was received with enthusiasm in Europe. Reference was also made to Miss Isabella Valancy Crawford, a talented young writer, whose genuis was only recognised after her early death; to Dr. Drummond, Miss Ethelwyn Wetherald, Archibald Lampman—described as a true poet—and Charles G. D. Roberts.

Of Bliss Carman the lecturer said:—"He is our pagan among poets—the delicious irresponsible Greek, who goes singing down the road of life as if it could never be a weary road to anyone in the world, while song and sunshine and fresh winds burn and sing along the summer ways. The light-winged and the swift-of-fancy, Bliss Carman will always be as joyous as his name. To suggest his poetry is as difficult a task as it would be to repaint in print one of those sunny canvases by Rousseau or Corot that hang upon the walls of the Louvre in Paris, and provoke the merest passer-by to say, 'This makes one long for woods and weather! Lampman's gentle voice has gone out upon the night, but our wild woods pagan sings on. He has found the Pipes of Pan, and blows rare music from the slender reed."

Wilfrid Campbell was lauded as one who hungers after the clear ideal—the master passion of all supreme artists. Tributes were also paid by Miss Warnock to Arthur Stringer, Robert Service, author of "The Songs of a Sourdough," Pauline Johnson, the Indian poet, Jean Blewitt, Grant Allen, Robert Barr, and others. The lecturer gave as her opinion that Gilbert Parker, whose earlier work was good, has gone down hill steadily, and stated that his latest novel, "The Weavers," was "grotesque and impossible."

In conclusion, Miss Warnock said:—"The moment for Canadian literature has been struck, and in this, as in other phases of national art, we can hear with Roberts:—

'A deep voice stirring in men's ears
As if their own hearts throbbed that thunder forth;
A sound wherein who hearkens wisely hears
The voice of the desire of this strong North—
The North whose heart of fire
Yet knows not its desire
Clearly, but dreams, and murmurs in the dream,
The hour of dreams is done. Lo! on the hills the gleam.'"

THE CANADIAN BOWLING TEAM ON TOUR.

Photo by] THE MATCH AGAINST THE BELFAST BOWLING CLUB: A GROUP OF THE TWO TEAMS. [H. R. Hembry, Belfast.

TOP ROW (from left to right)—Messrs. Taylor and Sanderson.
SECOND ROW—Messrs. Andrew, Caldwell, Murray, Johnston, McColl, J. Gemmell, Bowden (C), Miller, G. Caldwell, Crymble, Clarke, Brown, Just, Best.
THIRD ROW—Messrs. S. Gemmell (C), W. Chater (C), Franklyn Smoke (C, Secretary), G. Anderson (C), Thomson (C), A. McDonald (C), S. Inkester (C), J. Ogilvie (C), J. Trow (C), J. Pillans, Hay (C), A. Taill (C).
FOURTH ROW—Messrs. Ferguson, Jamieson, H. Creighton (C), Dr. Edgar (C), Messrs. Aspinall (C), Watson (C), Dr. Russell (C, Captain), Messrs. Hamilton (Captain, Belfast B.C.), Torney J. C. Hunter, W. Hamilton, Dr. Rush, Mr. Wallace.
"C" signifies Canadians. The remaining portraits are those of members of the Belfast Bowling Club.

THE CANADIAN BOWLERS' TOUR.

The Canadian Lawn Bowling team who came to make a tour of the United Kingdom in reply to that undertaken by the bowlers of the Old Country in Canada two years ago, sailed for the Dominion last week. Of the thirty games in which they took part eight were won and the remainder lost. In points they were up by not quite 100 and down by over 400. Two of their games were lost, however, by a total of four points only. The departing team established a new record for the Dominion by winning once or more in England, Scotland, and Wales. The side which was here four years ago did not come out victors in a single one of their Scottish engagements. The outgoing Canadians proved themselves all-round good sportsmen, despite fortune's ill favours. Dr. Russell, the captain, writing to *CANADA* regarding the tour, says: "The team was received with the greatest enthusiasm everywhere, which was taken as a tribute to Canada. There is little doubt that such visits do more to encourage emigration to Canada than all other agencies combined."

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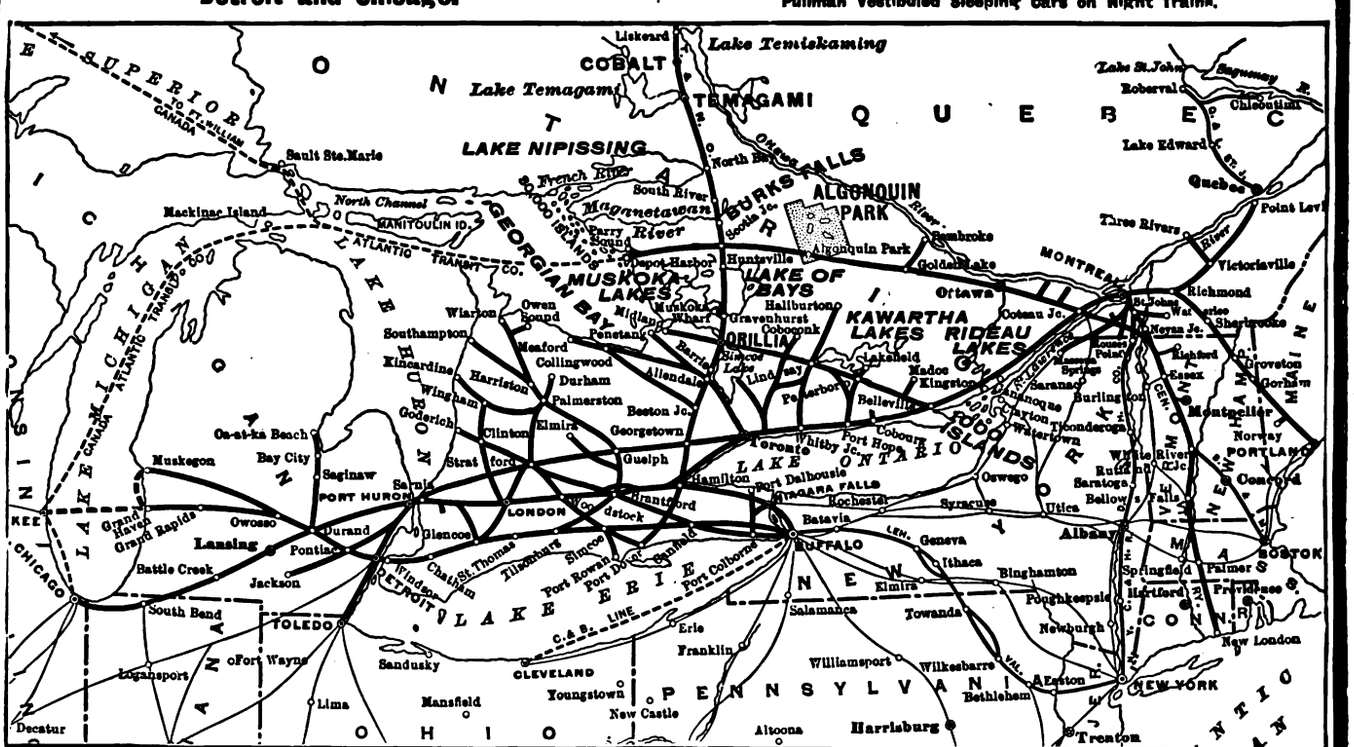

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PURELY PERSONAL

Earl Grey has been making a trip of the St. Lawrence River and the Great Lakes on the Public Works Department steamer *Speedy*. The trip was entirely private and unofficial, and was made so that his Excellency could familiarise himself with the St. Lawrence River route and the great inland waterways of Canada. He visited the "Soo," Fort William, and Port Arthur.

The Hon. J. M. Gibson, ex-Attorney-General for Ontario, is to be appointed Lieutenant-Governor of Ontario in succession to Sir Mortimer Clarke, whose five years' term of office has expired. Mr. Gibson was in command of the Canadian team at Bisley last year.

Mrs. Frank Oliver, Ottawa, accompanied by the Misses Oliver, are staying at Brown's Hotel, Dover Street, Piccadilly.

Miss Jean Parker, a young lady of Winnipeg, has made the highest record among Canadian ladies in Canadian mountaineering. Miss Parker has climbed Mounts Sir Donald and Tupper, in the Selkirks, and Mounts Temple, Victoria, Vice-President, and Wapta, in the Rockies. She is one of the original members of the two-years-old Alpine Club of Canada.

The following Canadian visitors have arrived at the Hotel Metropole during the past week:—Mr. F. B. Chapin, of Toronto; Mr. J. George Brown, of Montreal; Mr. L. Macfarlane, of Montreal; Miss Livingstone, of Toronto; Miss Gooderham, of Toronto; the Bishop of Ontario and Mrs. Lennox Mills, of Kingston; Mr. C. W. Archer and family, of Montreal; and Miss J. Pelletier, of Montreal.

Admiral of the Fleet Sir J. E. Erskine, who, with Lady and Miss Erskine, is making a tour of the world, is revisiting Victoria, a port he touched at while on his first voyage fifty-five years ago. Sir James will spend some time in British Columbia, sailing for the Orient early in October.

Lord Lovat, Baronial Chief of the Fraser Clan, was entertained at a banquet in Toronto by one hundred and fifty of the Canadian Frasers.

Major-General the Hon. Sir Reginald Talbot, K.C.B., some time Governor of Victoria, Australia, Lady Talbot, Mr. H. Talbot, A.D.C., and Captain A. J. Fife, A.D.C., have returned to England viâ Canada, reaching Liverpool on the Allan R.M.S. *Victorian*. The Hon. B. O'Brien of Sydney, C. B., and Mr. T. C. Robinette, of Toronto, sailed by the same vessel

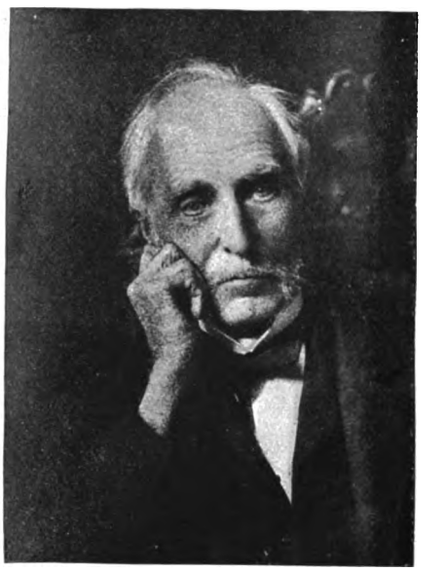
The will of the late Sir Adolphe Caron, K.C.M.G., which has been entered for probate, shows that the late knight left estate in Ontario of $18,823, and outside Ontario of $73,585. With the exception of $200, which is left to the Sisters of Charity at Quebec, the entire estate is left to his widow and children. To Laval University Sir Adolphe left the cross and decoration of St. Michael and St. George, and also the cross and decoration of his father.

Mr. W. G. Parmalee, for thirty-five years an official of the Civil Service and Deputy Minister of Trade and Commerce since the organisation of the Department in 1893 until last spring, has been presented with a silver casket containing $300 in gold by the staff of the Department.

The Rev. W. T. Allison, M.A., B.D., of Toronto University, formerly a well-known newspaper man in Toronto, and later Presbyterian Minister at Stayner, Ontario, recently won a scholarship at Yale University, and is now taking a Ph.D. course there.

PROFESSOR GOLDWIN SMITH.

Professor Goldwin Smith, one of the best known of Canadian publicists and historians, celebrated his eighty-fifth birthday recently. Born in Reading, England, August 13, 1823, Mr. Smith early reached the high position of Regius Professor of Modern History at Oxford, a post which he held from 1858 to 1866. In 1868 he went to the United States, and for three years filled the chair of lecturer at Cornell University on English and Constitutional History. In 1871 he removed to Toronto, but until a few years ago he still retained a



nominal connection with Cornell. His life in Toronto has been devoted to literature, journalism, philanthropy, and all the higher duties of citizenship.

"The Grange," Professor Goldwin Smith's residence, was built in 1817, and was then on the outskirts of the little town of York. It still has the atmosphere of an English country house, though the roar of traffic of a large city is about it. "The Sage of the Grange," as Professor Goldwin Smith has been called, has a cheerful outlook on life, and enjoys remarkably good health for a man of his years.

The appointments to the French department of McGill University of Mon. Henri Lebeau as "professor extraordinarius," and of Mdlle. T. Cardon to suceed Mdlle. Milhau as resident tutor at the Royal Victoria College are announced.

Mr. F. C. T. O'Hara has been formally gazetted Deputy Minister of Trade and Commerce, in place of Mr. W. G. Parmalee, retired. Mr. J. A. Cole has been gazetted Assistant-Deputy Minister of the Interior. Other appointments gazetted recently were:—Mr. E. C. L. Foster, Ottawa, Assistant Analyst, Inland Revenues. Mr. James Stott, Edmonton, Inspector of Electricity for Alberta and Saskatchewan.

Mr. William Foran is, it is understood, to be appointed Secretary of the Board of Civil Service Commissioners. For some years he has been secretary of the Board of Civil Service Examiners.

The French Government has expressed its desire to confer upon the Hon. Judge Robidoux, of the Montreal Superior Court, and Mr. Louis Payette, the Mayor of Montreal, the Cross of the Legion of Honour.

Mr. Sherwell, of Montreal, has won the Canadian lawn tennis championship from Captain Foulkes, of Ottawa. He has also won the Montreal cup from Mr. Holland, the holder.

The Board of Governors of Toronto University announces the appointment of Mr. W. F. Green, B.A., as demonstrator in mineralogy; Mr. T. H. Hogg, demonstrator in applied mechanics; and Mr. A. F. B. Clark, instructor in French.

Dr. W. McIntyre, the member in the Dominion House of Commons for Strathcona, and Mrs. McIntyre have been presented by his constituents with an address and a silver tea service as a mark of congratulation upon their marriage, which took place recently.

It is stated that Mr. James Hunter, Assistant Deputy of the Canadian Department of Public Works, is to become Deputy-Minister, while Mr. Arthur St. Laurent, Assistant Chief Engineer, will be appointed Assistant Deputy Minister. Mr. St. Laurent conducted the survey of the Georgian Bay canal route.

The Rev. Egerton and Mrs. Ryerson, Canadian missionaries in the Far East, have returned to their work at Matsumoto, Japan, where they first went in 1900. Mr. Ryerson was a delegate to the Pan-Anglican Conference from Japan. Other Anglican missionaries who are going to Japan are the Rev. J. G. and Mrs. Waller, whose field is at Nagano, where they were in 1890. The Rev. T. B. R. Westgate, Anglican missionary to German East Africa, is on his way back to the Dark Continent.

Archbishop Bruchesi, the Roman Catholic Archbishop of Montreal, has come to England to attend the Eucharistic Congress.

The Bishop of Fredericton and Mrs. Richardson returned to Canada by the Dominion s.s. *Vancouver*, which sailed last week. Among the other passengers were Professor A. C. Barbenroth, Professor J. W. and Mrs. Dinsmore, Professor G. W. McCoard, Professor and the Misses Ross, and Professor T. W. and Mrs. Todd.

The Rev. Arthur Henry Baldwin, Rector of All Saints' Church, Toronto, who died recently, left an estate of $68,659, which is invested as follows:—Stocks, $28,679; real estate, $30,887; cash in bank, $7,581; household goods, $1,500; and cash in hand $22.

BIRTHS, MARRIAGES AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s., or 75c., for 24 words or under, every additional word one halfpenny or one cent, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

CARDINALL.—On the 2nd ult., at Vancouver, British Columbia, the wife of E. J. H. Cardinall, of a daughter.

MARRIAGES.

HASWELL—MILES.—On August 26, at Territet, Switzerland, by the Rev. George Henniker-Gotley, Charles John Roderick, son of Mr. and Mrs. Charles Haswell, of Meran, Tyrol, to Marion Etta, daughter of Mr. and Mrs. Henry Miles, of Montreal.

LECKIE-EWING—MITCHELL-BOYD.—At Ewing's Landing, Okanagan Lake, British Columbia, on August 25, by the Rev. J. A. Lambert, Robert Leckie-Ewing, jun., to Violet, elder daughter of Mr. and Mrs. Mitchell-Boyd, of Glasgow.

O'ROURKE—FYFE.—At Central Methodist Church, Calgary, Canada, on August 12, by the Rev. W. Kerby, B.A., Arthur Herbert O'Rourke, to Jeannie Ross Mackay, daughter of the late John Fyfe, Glasgow, Scotland.

DEATHS.

FYFE.—At Winnipeg, on the 21st ult., William Fyfe (of Chryston, Lanarkshire), aged 38 years, husband of Jessie Dodds.

MEWBURN.—On July 30, at his residence, St. Patrick Street, Toronto, aged 91, Dr. F. C. Mewburn, son of the late Dr. Mewburn, of Stamford, Canada, formerly of Whitby, Yorkshire.

WOTHERSPOON.—Suddenly, on the 20th ult., of heart failure, and buried at sea, Andrew Wotherspoon, wine merchant, Partick. (Canadian paper please copy.)

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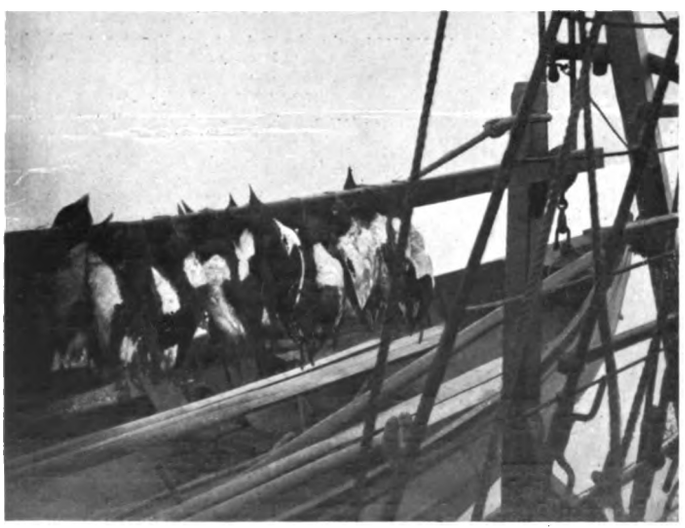
Sport and Profit Combined: Whale, Bear, and Walrus Hunting in the Canadian Arctic.—No. 2.

By Sandon Perkins.

SKINNING A NARWHAL.

THE AUTHOR SHOOTING AT MILNE INLET, ECLIPSE SOUND.

SALMON FISHING IN CLYDE RIVER.



AN HOUR'S BAG OF LOOMS (BRUNNICH'S GUILLEMOT).

SALTING SALMON.

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Sport and Profit Combined: Whale, Bear, and Walrus Hunting in the Canadian Arctic.—No. 2.

By Sandon Perkins.

ANOTHER grand trophy to be secured in the Arctic seas is the great fierce head and skin of the Polar bear *(Ursus maritimus)*, which is quite a common object on both land and ice anywhere in the Far North; in fact, when living where there are many of the Eskimos, the cry of "Nanook!" "Nanook!"—which is their word for bear—becomes rather monotonous. When hunting them for their skins, which are worth about £10 each, the usual plan is to drive them to the water and then, with a couple of boats, head them towards the ship, not shooting until the bear is quite near, so as to save hauling its carcase for a great distance. Additional excitement is often obtained by the capture of a live cub or two. I should not, however, recommend young bears for pets. Apart from the value of the skin, the meat affords a very nice change in diet, as well as being a necessity for feeding the dogs, which always form a part of an Arctic expedition. I found Polar bear meat very nice as a change, but not to be compared with the delicious meat of the Rocky Mountain bears. Whilst on the subject of cuisine I may mention what a very tempting dish the liver of the walrus makes, nicely fried with some rashers of bacon.

Another denizen of the north, which is very plentiful and the hunting of which should afford good profits, is the white whale *(Delphinapterus leucus)*. These are found in large schools, and are usually captured by being driven ashore in shallow bays. Their skins are used as leather, and the oil extracted from them is also of considerable value. Seals of various kinds are very plentiful, but at the present time have little commercial value.

We secured a number of the skins of the white and blue fox, both by trapping and barter. It is very difficult to get near enough to these animals to shoot.

I believe there are numbers of musk ox *(Ovibus moschatus)* beyond Lancaster Sound, but we did not see any in our wanderings, though we were successful in securing a good many deer. Our pot was kept boiling for many days by the Arctic hares which we shot, while ptarmigan made a nice change in the menu. These birds, though fairly plentiful, were always treated as rather a delicacy. Our most regular items of diet were ducks, geese, and salmon, and I have often, when, in the absence of the captain, officiating at the head of the table, after helping all the officers to "loom scouse," or boiled salmon, cut off for myself a good thick slice of salt beef as a welcome change of diet.

For a man who is fond of using a shot gun the waters of the Arctic offer great inducements. I have seen the sky black with rotches *(Alca alle)*. On one occasion five of us shot over 1,500 in less than half a day. Looms *(Uria Brunichii)* are also very numerous, their nests being made, or, rather, I should say, their eggs being laid, on the ledges of the cliffs in most inaccessible places. We were fortunate in collecting over fifty dozen of the eggs of the eiderduck *(Anas molissma)* and other sea fowl, which deposit them on the beach. The salmon, of which we netted about a couple of thousand in a short time, I found to be very nice when fresh, but after salting they were rather tasteless. They appeared to be more like the Norway char than the salmon of the Fraser and Skeena, on the other side of the continent.

In the lower latitudes nearer the Arctic Circle, a great many halibut and cod are caught by the inhabitants of the Greenland side of the straits, and there is every reason to suppose that they are equally plentiful on the Canadian side. In the extreme North we obtained some most delicious fish, much the shape of the halibut, but with a heavy scale. They are caught by the natives at the foot of the glaciers. I do not know their correct name or classification.

I think I have enumerated most of the game which can be obtained in the very Far North. If I should ever go to the Arctic again, with a view to obtaining a good deal of shooting and also substantial remuneration, I should not think of going so far north as I did last year. I believe if a few congenial spirits, who were not afraid of roughing it, joined in purchasing a good strong schooner of, say, 100 tons burden, and spent five or six months in the seas and lands between 64 deg. and 68 deg. north latitude, they would not only have a thoroughly unique experience, bring back many trophies, which always means a lot to the adventurous hunter, but also reap a very good monetary return.

The larger schemes which I touched on at the beginning of this article would, of course, require mature thought, but I am sure that they are well worth considering. The Canadian Government is now taking steps to regularly collect Customs duties from the Scottish whalers, which, needless to say, does not meet with much favour in Dundee.

In addition to the various animals and fishes which I have mentioned as having a probable commercial value, there is also a great possibility of rich mineral wealth. During my summer up there I had few opportunities to see much of the country at any distance from the sea, and so cannot speak with much authority. However, I saw splendid copper indications right on salt water, and quite believe, from what I have been told by some of the more intelligent of the whalers, that many parts of the country are well worth prospecting.

ESKIMO CHILDREN AT POND'S INLET.

AN ESKIMO FAMILY.
The adults are wearing European clothing obtained from a whaler.

In conclusion, I would say that, in spite of what I have stated in regard to the comparative mildness of the climate, I should not advise anyone to think of going north except they are endowed with the best of health, as there is always a chance that a boat may be crushed in the ice or kept over the winter, and such a life would not do for any weakling.

In the statements made in the first part of this article regarding the temperature in the Canadian Arctic, the average temperature should have read 35.85 deg., not 33.85 deg., which is two degrees in Canada's favour.

It is probable that a team of British athletes may visit Canada this month. The team is to consist of about ten men, and the actual estimated expenses of the trip will be about three thousand dollars.

Mr. H. P. Dwight, chairman of the investigating governors of the Royal Canadian Humane Association, has presented to Richard Goldring, Captain of a Whitby schooner, the medal of R.C.H.A., awarded to him by the association for the rescue of George Allan and Herbert Garfield from an upturned skiff in Lake Ontario on July 1. An honorary testimonial was given to Mr. Albert Bongard, 17, Woodward Avenue, Toronto, for courage and presence of mind in the rescue of Lillian Harrington from drowning in Ashbridge's Bay.

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SETTLING THE NECHACO VALLEY.

Immigrants in "Prairie Schooners."

During the summer a number of "prairie schooners," or immigrants' wagons, have passed into the Nechaco Valley country. One party, which travelled in twelve wagons, was composed of ten American families from Idaho, who have sold out their holdings in that State and will take up homesteads in the vicinity of Nulki Lake, not far from Fort George.

The Nechaco Valley is getting its share of new settlers. It is one of the districts on the line of the Grand Trunk Pacific Railway, where stock raising and farming can be carried on as a business. The valley contains over 200,000 acres of arable land, which settlers claim to be very productive. The Nechaco River flows through the valley. It is about 300 yards wide, and deep enough for light draught stern-wheel steamboats. It flows between high wooded banks, contains clear water, and an abundance of fish. The valley has good drainage to the creeks and lakes, and contains little rough land. The land has a dense growth of small poplars, with bunches of small spruce. There are extensive open meadows, and clearing the land is not difficult or expensive. The climate is described as being as mild as anywhere in the interior of British Columbia.

Small grain is sown in April and ripens in August. Fine results are reported. Timothy and clover have been tried with great success, while wild grasses grow with great luxuriance. Wild fruit grows, and where wild fruit is found the soil and climate may be considered suitable for growing fruit in orchards. Wild strawberries, raspberries, huckleberries, chokecherries, and cherries are found in every section of the valley.

A large number of Anglo-Saxon settlers have gone into the Nechaco Valley this year, mainly from the United States. This is a class of immigration that is encouraged as likely to make Canada a nation of loyal people. One of the party from Idaho remarked while in conversation during a halt: "We are going to settle permanently in Canada, and have our children grow up with the prosperity and freedom of this promising country."

AMERICAN IMMIGRANTS EN ROUTE TO THEIR CANADIAN HOMESTEADS IN "PRAIRIE SCHOONERS."

AMERICANS IN CANADA.

While the emigration from Great Britain has considerably fallen off during the present year as compared with 1907, there has been a considerable increase in the number of arrivals into Canada from the United States. A great many writers have endeavoured to account for the present condition of affairs, blaming the Canadian situation, but the real fact is that the Americans, who nearly all farm, or intend to take up farming, are accustomed to similar, or even worse, conditions than are to be met with in Canada. This gives them a great advantage over the newcomers from Great Britain, who do not know the conditions, and have to adapt themselves and learn a new system of farming. Again, the Americans are closer in touch with Canada, and they mark with interest the march of empire into the great wheat belt of the Canadian North-West, appreciating the boundless new fields that are being opened and the vast territory that is being tapped by the Grand Trunk Pacific.

ONTARIO AND EMIGRATION.

The Hon. Nelson Monteith, Minister of Agriculture for the Province of Ontario in the Whitney Government, has arrived in England. His mission to Britain is to look into the question of emigration, so far as it affected Ontario, and various matters of that nature. The number of immigrants into Canada, he said, had not been so large this year as in the immediately preceding seasons; "but," he added, "we are anxious that the class of immigrants should be as select as possible." Mr. Monteith says that trade is "brisking up" somewhat in the Dominion. In Ontario they are assured of a good harvest return. Speaking of Canada generally, he said business, while possibly not inflated, was proceeding steadily along safe lines in the extension of these industries and pursuits tending to develop the Dominion.

THE NEW EMIGRATION REGULATIONS.

The Canadian steamship companies are finding the immigration traffic a source of increasing anxiety on account of the strict enforcement of more stringent regulations than hitherto. It is now imperative that an immigrant on arriving here shall be able to produce $25 in cash, to pass a more rigorous medical examination than ever before, and to give proofs that a position in Canada has been secured. This is resulting in the rejection and deportation of very many immigrants this year, mainly from Continental Europe. The attitude of the Government is that the lesson of last winter must be learned, and the labour market must not be allowed to be flooded during a period of trade depression by thousands of immigrants ill-equipped for passing the winter. The example of the United States in restricting the admission to the healthy and self-supporting arrivals tends to be increasingly followed in Canada.

The steamship officials say that it is even more difficult now to enter Canada than the United States. The immigration officials contend that the movement is altogether for the benefit of the Dominion, for though the total admissions this year are over 40 per cent. less than last year the new settlers are mainly destined for agricultural pursuits, and are of an excellent type for such occupation.

Commissioner Coombes, who is in charge of the Salvation Army immigrants in Canada, interviewed with regard to the enforcement of the new and more stringent regulations as to financial standing, general health, and prospective employment of intending settlers, said the reglations would compel the Salvation Army to seek other field for their emigrants. These would be on British territory preferably, but in the mean time it had been arranged to send a large party to the Argentine Republic, where there is a demand for British mechanics.

Colonel Lamb, the Chief Emigration Officer of the Salvation Army, who is now visiting Canada, said, in the course of a recent interview: "We have stopped sending emigrants to Canada this season, and the only others who will come out under our auspices this year will be members of families to join relatives who have come out in advance to get homes established. This year we brought out about 6,000, against 15,000 last season. Those who came out this year were women and children in greater proportion than usual, many being members of families in which the fathers came out during the boom of a year ago."

The Foreign Office at St. Petersburg has received from the Canadian Government a warning against the emigration of unskilled labourers to Canada. There are openings in Canada (says the despatch) for female servants and experienced farm hands, financially able to purchase and lease land, but there is no work to be had on the railroads.

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The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our London or Canadian offices to be called for (not forwarded).

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MEMORABLE ANNIVERSARIES IN THE COMING WEEK.

September 6.—Sir Robert Peel became British Premier for the second time, 1841.

Loss of H.M.S. *Captain* off Cape Finisterre: 472 lives lost; only 18 saved, 1870.

Distinguished Service Order instituted, 1886.

President McKinley of the United States shot at Buffalo Exhibition, 1901.

September 7.—Copenhagen bombarded: The city and Danish fleet surrendered to Admiral Gambier, 1807.

Capture of the Malakhof Fort, Sebastopol, by the Allies, 1856.

Charter granted to the Imperial British East Africa Company, 1858.

September 8.—Surrender of Montreal to the British by the French, 1760.

Passage of the Bidassoa: Wellington having driven the French from Spain, effected the passage of this river and entered France, 1813.

English attack on the Redan, Sebastopol, failed, 1855.

Retaliation Bill against Canada passed by the United States House of Representatives, 1888.

CORRESPONDENCE.

CANADA AND THE PEERAGE.

To the Editor of *Canada*.

SIR,—I should like to ask space for a few lines regarding some statements by Lord Sandys in your issue of the 8th ult. (August). Referring to the titles Earl of Stirling and Viscount Canada conferred by Charles I. on Sir William Alexander, His Majesty's Lieutenant for Nova Scotia, Lord Sandys states they belong to his family as the sole direct representatives of the fifth Earl. As to this being so, he remarks there is no question. I am sorry to have to disagree with his lordship; but the undoubted fact is that the patent of creation in set terms limits the destination of the titles to the *heirs male* of the grantee. So the wife of the second Marquis of Downshire, although the heiress of line of the Earls and Viscounts before named, could not convey her titles of peerage; but were it competent for her to do so the present Lord Downshire, and not Lord Sandys would be the person in whom they are vested. Lord Downshire is now the heir general and of line of the ennobled Alexander family, whose titles are dormant. When the second Marchioness assumed to be Countess of Stirling, Lady Canada, as alleged by Lord Sandys, she had no right to do so. No peerage book alludes to such a proceeding on her part. Then, Lord Sandys states that Sir William Alexander made himself the first of the Nova Scotia baronets. The lists all agree that Gordon of Gordonstown was the first; Beatson's list (1806) ranking Alexander as the thirteenth.—I am, etc.,

W. M. GRAHAM-EASTON.

New Brunswick Government Offices, London,
August 28, 1908.

THE GOVERNMENT AND THE COLONIES.

Speech by Sir Reginald Pole-Carew.

Sir Reginald Pole-Carew, who visited Cobalt after trout fishing in Cowichan Lake, was the guest at a luncheon given by the Canadian Club. In a speech the general recalled the deeds of Colonials in South African battles, and said that his tour in Canada had accentuated his appreciation of the people's loyalty. He condemned the British Government's treatment of the Colonies, mentioning as an instance the Conference of Colonial Premiers. He endorsed the opinion expressed by a prominent man that the Imperial Government did not represent the nation's feeling regarding Colonial Preference. He asked his hearers to keep heart. That a change was coming in Great Britain was manifested by the by-elections. He thought the present conditions in South Africa showed the necessity of an Imperial Council and also of British Ministers being compelled to reside in the Colonies for some years.

THE PRINCE'S GIFT TO CANADA.

General Wolfe's Chair.

The chair of General Wolfe, which the Prince of Wales has presented to Canada, has been placed in the Dominion Archives building at Ottawa. It is a quaint piece of furniture, of a style never seen nowadays. Made of West India wood, the pattern follows that of a fixed deck chair, except that it cannot be lowered or raised, the crossed legs being stationary. The back and seat is one piece of stamped Cordova leather, about 22 in. wide by 48 long.

The chair was one used by Wolfe on his journey to Canada in the man-o'-war *Neptune* in 1759. Being so light it would, in all probability, be used as a cabin chair, and the construction allows of the chair being used on a rolling deck. The chair was brought back from Canada after the campaign and fell, in course of time, into the hands of one of the Wolfe family. Later it was presented to Queen Victoria, and passing on her death to King Edward, it was given by his Majesty to the Prince of Wales. It was brought over on the *Indomitable* when the Prince came to the Quebec Tercentenary.

Obituary.

The death of the following are recorded:—

Senator Samuel Merner, of Berlin, Ont., in his 86th year. A Swiss, he came to Canada in 1837, and started as a blacksmith and waggon maker. His latest interests included a foundry, a flour mill, and a furniture factory. He also owned two farms. He was reeve of New Hamburg for 18 years, and represented South Waterloo, as a Conservative, in the House of Commons from 1877 to 1882. He was called to the Senate in 1887.

Lieut.-Col. Wilbur Henderson, of Toronto, the officer commanding the 48th Highlanders in the 52nd year of his age. Born in Whitby, Ont., Colonel Henderson entered the Toronto office of the Department of Inland Revenue, and at the time of his death was deputy collector. He served in the 34th Regiment, from 1880 to 1882, as lieutenant, and from 1882 to 1892 as captain. He became connected with the 48th Highlanders when that regiment was organised, in 1892, and in March of that year was made brevet-major. In December, 1900, he was made major, and in January of this year was made brevet lieutenant-colonel. In 1902 he accompanied the 6th Canadian Mounted Rifles to South Africa. Besides his regimental duties, Colonel Henderson was an enthusiastic rifle shot, and had represented the Dominion at Bisley. His death was due to enteric, which made its appearance while the Colonel was camped with his regiment at Quebec, and is believed to have been due to poisoning caused by his eating canned food.

Mr. Thomas Hodgetts, for 25 years in the Inspection Department of the Bank of Toronto.

Mr. W. D. MacLeod, of Kirkhill, Ont., formerly Conservative member of the Ontario Legislature for Glengarry in the years 1902-03.

Mr. J. Dewolf Spurr, one of St. John's best-known men, in his 88th year. He was at one time President of the Board of Trade, and was chief Game Commissioner for New Brunswick from 1880 to 1893.

Mr. David Stirton, the last of the pioneers of Guelph, and for many years a member of the House of Commons for that city.

Mr. T. J. M. McAughey, of the West End Y.M.C.A., Toronto, has covered on foot the distance from Toronto to New York—775 miles—in 11 days 22 hours.

A party of priests from St. Boniface College, Man., have discovered the remains of Fort St. Charles, built in 1732 by Sieur de la Verandrye, first explorer of the North-West, on the Island of the Lake of the Woods, in American territory. They have also discovered the skeletons of Fathers Aulnear, Jean Baptiste de la Verandrye, and nineteen French-Canadian voyageurs who were massacred by the Sioux Indians in 1736.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO.

Ottawa.—The Executive of the Civil Service Association has submitted to the Government a memorial asking for an increase in salaries, a liberal interpretation of the new Act to permit of this being done, and uniformity of action in regard to the classification in the different departments under the new measure. The Government held out no encouragement for the salary increase, but promised that the other things would be favourably considered.

——The new headquarters of L'Union St. Joseph at the corner of Dalhousie Street and York Street has been opened. Archbishop Duhamel performed the ceremony, visiting the several rooms of the institution in so doing

Toronto.—The Chief of the Fire Department has asked to have the fire limit of that city extended from Portland Street to Bathurst Street, then north to College Street and Carlton Street, east of Jarvis Street, and south to Queen Street. If the committee adopts the recommendation, the erection of brick buildings in the district will be compulsory, and there will be no more wooden or roughcast stables permitted.

——The assessment for Ward 3 gives a total increase of $4,430,511. This increase is divided as follows: Land, $1,052,239; buildings, $2,055,183; business assessment, $472,719; taxable income, $850,370.

——The Canadian Order of Foresters have acquired property on the north side of College Street, just west of Yonge Street, and propose to erect thereon a building at a cost of about $65,000. A company is to be formed to carry out the project.

——The Inter-Urban Electric Co., Ltd., of Toronto, will operate in the municipalities of West Toronto, the township of York, Toronto, the township of Etobicoke, and the township of Toronto. The company is authorised to operate steam and electric railway lines, telephone systems and the production of electricity for light, heat, and power. The incorporators have authority to purchase or take over the Stark T., L. and P. System, Ltd. The capital is $400,000, divided into 40,000 shares, at $10 each. The head office will be in this city.

——The Board of Control has decided to allow Messrs. Weddell Bros., the contractors on the new western gap, to deposit their dredgings in Ashbridge's Bay instead of ten miles out in the lake.

——Mr. Kenneth L. Aiken has been appointed by the Board of Control as engineer in charge of the city's electrical power distribute plant to be erected to distribute power brought from Niagara Falls over the Government transmission lines. He will receive a salary of $3,600 a year.

——Men are now at work upon the new breakwater on the south shore of the Island between Cooper and Manitou Avenues. About $50,000 is being expended by the Dominion Government on the work.

——The tender of the F. H. McGuigan Construction Company for the erection of the electrical power transmission line for the people of Ontario has been accepted by the Hydro-electric Power Commission. The total price is $1,270,000. When completed the line will be 293 miles in length. The tender which was accepted was the lowest of twenty-seven, while the difference between it and the highest one placed before the commission was over half a million dollars. The work is to be completed in fifteen months. The wire used will be aluminium line, of which there will be 1,014,290 lb., or about 507 tons; the number of towers for the transmission line will be 3,176, their height 66 ft. each, and they will consume 6,554 tons of steel, costing $621,000. There will also be 140,000 lb. of telephone wire used for the double telephone line to be strung on the towers. The towers will be manufactured by the Canadian Bridge Company, of Walkerville, Ont., and the Ontario Iron and Steel Company of Welland, Ont. The aluminium, both wire and pig, will be manufactured by the Northern Aluminium Company of America at Shawinigan Falls, Quebec. The lines will run from Niagara Falls to Dundas, from Dundas to Toronto, from Dundas to London, from Dundas to St. Mary's, and from Dundas to St. Thomas.

Port Arthur.—The City Council has authorised the construction of a dam at Onion Lake.

——Mr. D. D. Mann, vice-president of the Canadian Northern Railway, recently visited this city and made a short tour of inspection about the local yards. He also visited the elevator. Mr. Mann expressed himself as quite pleased with the agricultural and industrial conditions.

——The street railway between Current River Park and Johnson Avenue has been double-tracked.

Fort William.—A by-law authorising the expenditure of $90,000 on extending the waterworks to Loch Lomond has been passed.

North Bay.—A deficit of $28,000 has been discovered in the town treasury, and as a result a warrant is out for the arrest of Mr William Martin, the tax collector.

Brantford.—The City Council is submitting a by-law to the ratepayers to authorise the expenditure of $150,000 for street-paving purposes.

Hamilton.—The Board of Works account is overdrawn to the extent of nearly $10,000. The charity account shows a deficit of $3,146, and both the Board of Health and Harbour accounts are also overdrawn.

——By-laws to issue $300,000 for good roads, and $200,000 for a home for consumptives are being discussed by the City Council.

——The Board of Education will receive from the Ontario Government this year about $2,500 as Hamilton's share of the special grant made last year to the school system of the province.

Blenheim.—The tax rate has been struck at twenty mills. The rate is four mills less than last year, and is one of the lowest in Western Ontario.

North Toronto.—The estimates for the year's expenditure amount to $31,200. The tax rate is nineteen mills on the dollar, or half a mill less than last year.

Guelph.—The Hon. Dr. Reaume, Minister of Public Works, and the Hon. Nelson Monteith, Minister of Agriculture, have visited Guelph to consult the City Council on the subject of the erection of new buildings for the Winter Fair annually held here.

Brockville.—Capt. Denroche (Ottawa) and Lieut.-Col. Fisher and Capt. Buell, of Brockville, the Board appointed by the Militia Department to inspect the new rifle range here, have filed a favourable report.

Windsor.—The Canadian Association of Stationary Engineers has held its annual session here, about fifty delegates being in attendance.

Sault Ste. Marie.—Mr. A. C. Boyce, M.P., who is in touch with the situation as it affects the "Soo" steel rail mill, recently stated that he had received from an authoritative source, intimation that some rail orders would be forthcoming in a few days, when the rail mill would start again.

St. Catharines.—The Whitman-Barnes Manufacturing Co. has been exempted from taxation for ten years on undertaking to rebuild its plant here. The firm's former plant was destroyed by fire in April last.

QUEBEC.

Quebec.—Subscriptions to the amount of $27,037, exclusive of the Ontario City's grant of $5,000, have been received from Toronto towards the fund for the purchase of the Quebec Battlefields.

——The Bell Telephone is to spend $200,000 in extending its plant here.

——At a meeting of the Civic Finance Committee a grant of $1,000 was voted for the aid of the Fernie fire sufferers.

——The enormous success of the tercentenary is acknowledged on all hands. There were many people who feared that a mistake had been made in mixing up the Plains of Abraham and Wolfe and Montcalm with Champlain, but the event has proved that the authorities were right. The tercentenary has drawn the two races of Canada and the various parts of the Dominion and of the Empire closer together to each other and to the Crown.

Montreal.—The City Council has decided to purchase a property on St. Lawrence Street North for a fire station. The property was valued by the city assessors at $10,000, and again valued by real estate experts at from $10,000 to $12,000, but on the recommendation of the Fire Committee the council have decided to buy it for $16,000. All the French members voted for the purchase, the English-speaking alderman voting against it.

——An explosion in an Automobile Import Co.'s garage recently caused a fire which did damage to the extent of between $50,000 and $75,000.

——At a recent session of the Finance Committee Alderman Morton introduced the question of the city retaining an architect who shall have charge of the planning and construction of all civic buildings.

Maisonneuve.—The council has adopted a by-law providing for a new issue of debentures, amounting to $500,000.

NOVA SCOTIA.

Halifax.—Professor Prince and S. F. Morrison, the Dominion Government Commissioners who are investigating the conditions of shad fishing in the Bay of Fundy, have recently been pursuing their inquiries in the Stewiacke district, where much assistance was afforded them by the local fishermen.

——The city treasurer has been instructed by the council to advertise for the purchase of debentures amounting to $35,000, $25,000 to be borrowed for sewers and $10,000 for permanent sidewalks.

Sydney.—Mr. Jones, general manager of the Dominion Iron and Steel Co., said recently in the course of an interview that all departments of the plant were running smoothly, and he hoped to record increased outputs during the month of August. Meanwhile the transportation department has made a record by loading the steamer *Westmount* with a cargo of twenty-four hundred tons in forty-eight hours. The former record was sixty hours.

Wolfville.—Professor Wilbur A. Coit, of Burlington, Vt., has been appointed Professor of Mathematics at Acadia University.

NEW BRUNSWICK.

St. John.—Arrangements have been completed whereby the market of the Cornwall and York Cotton Mills products here has been placed in the hands of the D. Morrice Sons Co., of Montreal. It is expected that the new arrangement will compel extensive additions

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

to the company's plant at an early date to enable them to keep up with the business

——The dredge *Beaver*, which has been working in Sand Point Slip for the past two years and a half, has now completed her contracts and with her scows is laid up. The work presented many difficulties, which were unforeseen when the contracts were undertaken. In all, 1,900 huge boulders, which were hidden deep in the mud, have been lifted. One of these weighed 92 tons, while pieces of rock weighing about fifty tons were frequently dislodged and removed.

PRINCE EDWARD ISLAND.

Charlottetown.—Descendants of the pioneers of Three Rivers, including representatives of Scottish clans from Montague, Brudenell, Georgetown, Roseneath, New Perth, together with many invited friends from these and other parts of the Island, as well as from all parts of the Dominion, held a most enjoyable picnic recently on picturesque Brudenell Island, where some of the first settlers sleep their last sleep, and where a monument of granite is erected to their memory.

MANITOBA.

Winnipeg.—The City Council propose to offer inducements for the prompt payment of taxes, as the city is in need of money for necessary works. It is suggested that a discount of 3 per cent. be allowed for payment up to and including September 15; a discount of 2 per cent. from that date to October 15, and 1 per cent. from October 15 to November 15. No discount will be allowed unless the whole amount due on one parcel of land is paid.

——The tender of Messrs. Ross Bros., Brown, and Barker for the erection of the King Edward School at a cost of $63,000 has been accepted.

——Sir Thomas Taylor, formerly Chief Justice of Manitoba, has been appointed to act as Judge of the Exchequer Court of Canada, to take the sittings of that court in the west this fall. Sir Thomas Taylor will preside over the sittings of the Exchequer Court as follows:—Winnipeg, September 15; Regina, September 21; Calgary, September 25; Vancouver, October 1; and Victoria, October 5.

St. Boniface.—The council has decided to offer the Norwood Improvement Company a net sum of $68,000 for the Norwood Bridge, $37,000 to be cash and the balance of $31,000 to be paid on February 1, 1909.

SASKATCHEWAN.

Regina.—The Hon. Walter Scott, the Premier, recently appeared in the police court here to answer the charge of libel made against him by Mr. H. W. Laird, President of the Saskatchewan Conservative Association and the Opposition candidate in Regina city at the recent general election. The charge is made on the ground that Mr. Scott alleged that the plaintiff had received $5,000 on a waterworks contract. The bare statement was made and no rebuttal allowed. The magistrate adjourned the court for a week to decide whether or not he should quash the indictment on technical grounds.

Moose Jaw.—Several New York and Philadelphia capitalists have recently acquired valuable and choice prairie land in this vicinity, and will immediately bring it under cultivation.

Brenda.—The Dominion Securities Corporations secured the issue of $40,000 debentures for telephone extension purposes.

ALBERTA.

Edmonton.—Mr. S. Edwards, who for the past two years has been superintendent of the government telephone lines in Alberta, has resigned his position and will return to Winnipeg and assume the managing directorship of a company there in which he is a large holder.

——The Right Rev. W. C. Pinkham, Bishop of Calgary, speaking at the synod of the Calgary diocese recently with reference to a proposal to establish a bishopric of Edmonton, said: "Looking at the importance of Edmonton, I am quite willing, with the approval of my synod, to consent to the formation of a diocese with that city as the see-city, at the next regular meeting of the provincial synod, if satisfactory arrangements can be made." Referring to the needs of the diocese his Grace said: "During the past two years I have welcomed a fairly large number of clergymen to the diocese. There are now more than fifty actually at work, and their work is supplemented by that of a number of hard-working and devoted lay readers. Yet so great are our needs that I am asking for funds to enable us to increase the clergy by twenty at the least, and if there were eighty clergymen at work in the diocese there is no doubt, such are our present conditions, that almost at once there would be a call for more."

Strathcona.—A local telephone exchange is to be erected here at a cost of $10,000.

Calgary.—A by-law is before the ratepayers authorising the issue of $20,000 4½ per cent. 20-year debentures for the purpose of erecting a public library. The existing debt of the city is $1,948,650, no instalment of principal or interest of which is yet due. The assessment now of rateable property is $17,941,678.

——The total paid attendance at the Dominion Fair was 89,439. On Dominion Day it was 26,800. For a city that only claims 23,000 population that is a good showing. It shows, too, that people attend from all over the province. That they still had money to spend is shown by the fact that 52,635 paid from 25 cents to $1 each for a seat on the grand stand. Considering the population of Calgary and the sparsity of population of the surrounding country, it looks as though the financial troubles of recent months had not reached Calgary.

——Bishop Pinkham's address to the Synod of Calgary states that the Church has made good progress, and deplores the cutting down of grants to Indian schools. It also mentions the progress made towards church union.

Red Deer.—By-laws are to be submitted authorising the municipality to issue $2,300 6½ per cent. 20-year debentures for the purpose of paying the debt incurred in purchasing lands for use in connection with the waterworks system; and $6,000 6½ per cent. 20-year debentures for the purpose of paying the debt incurred in granting aid to the local Memorial Hospital. The rateable property of the town is $1,479,535; and the existing debt, outside of the debt due for current expenses of the year, $121,877, no part of which is in arrear.

Camrose.—This is the first town in Canada in which the Canadian Club will own its own building. Plans have been prepared for a two-storey building.

BRITISH COLUMBIA.

Victoria.—Forest fires have damaged several districts in Southern Vancouver Island. One side of Mount Sicker was swept bare, 33 small buildings also being destroyed. At Cowichan Lake the damage to timber is reported to reach $75,000. Crops have suffered heavily. A pathetic feature of the conflagration is the loss of game, as hundreds of grouse and millions of other birds have been killed.

——The handsome new Victoria Yacht club house has been opened by Mrs. Richard McBride, the wife of the Premier. The weather was glorious, and there was a very large attendance.

——The work has begun of rebuilding, on an improved and enlarged scale, the Victoria Machinery Depôt, which was destroyed by fire some weeks ago.

——The city and the B. C. Electric Company have reached an agreement regarding the extension of the company's line to Ross Bay Cemetery and along Fairfield Road to Foul Bay Road. By this agreement the company undertakes to grade and put in shape for traffic May Street between Moss Street and Lovers' Lane, while the city will widen Lovers' Lane and at the same time remove the sharp angle that now exists at the corner of Lovers' Lane and Fairfield Road by moving back the cemetery fence. The expense of this work, however, will be borne by the B. C. Electric Company.

Vancouver.—Two large manufacturing enterprises, a powder mill and acid works, are about to be established in Vancouver. They will jointly represent an investment of nearly $500,000.

——Last year the population was 63,006 whites and 6,850 Asiatics and Indians. This year, according to "Henderson's Directory," the whites number 79,513, and the Indians and Asiatics 7,500, or altogether 87,013.

Prince Rupert.—The contractors who were given the work of clearing the townsite of Prince Rupert are nearing the end of their task.

——A suggestion has been made which, if carried out, will result in Prince Rupert being known as "The City of Stilts." The proposal is that all the permanent streets should be built on trestle work owing to the practical impossibility of laying sewers and water mains unless the streets are raised. Prince Rupert is founded on a rock, a shell of decayed vegetation and earth covering the stone. It becomes thus a question of either raising the streets or blasting out the innumerable miles of trenches required when sewers and mains are put down.

Nelson.—The Bank of Montreal has taken up the city's debentures for a frontage tax on certain cement sidewalks.

——The municipal power plant at Bonnington, nine miles west of Nelson, on the Kootenay river, of 1,500 horse-power now supplies the city with light and power for tramway and industries.

——The Carbolinium Paving Company, of Vancouver, has decided to remove its works from that city to a location on the North Arm Road, close to Burnaby

Vernon.—The second annual convention of the Western Canada Irrigation Association, and the first to be held in British Columbia, has taken place here. The Hon. F. J. Fulton, K.C., Commissioner of Lands and Work for British Columbia and president of the convention, welcomed the delegates and foreshadowed the legislation which is to be introduced next session About 100 delegates were present from British Columbia, Alberta, Saskatchewan, and Manitoba.

Skeena City.—A sawmill of 50,000 feet capacity per day is to be built by Seattle and Vancouver capitalists.

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Trade and Business.

TRADE NOTES.

[*Canadian Patent Agents handling valuable Inventions which they consider will be of use in Great Britain should communicate with us.*]

Extensive preparations are being made for the furnishing of lumber for the building of the city of Prince Rupert. In addition to several local sawmills a Vancouver syndicate has commenced the erection of two sawmills with a combined daily capacity of one hundred thousand feet. When these mills are completed in two months' time the daily output of the various mills within a radius of 50 miles of Prince Rupert will be fully half a million feet per day.

The Canadian Government has rescinded the order-in-council of March 18, which permitted the export of logs to the United States. It is estimated that between eight and ten million feet, practically all cedar, was marketed on Puget Sound since the order was put into effect. The original action of the Government, it is explained by Members of the Ministry, was for the purpose of preventing the destruction of timber by teredoes, which the lumbermen asserted was taking place owing to the demand in the Province of Quebec having fallen off. Opportunity has been given to overcome this difficulty now and the law will accordingly again be enforced against export of logs.

The incorporation of the Canadian Behrend Deny Concentration Company, of Ottawa, Limited, with a capital of $1,000,000 is announced.

The British Columbia salmon pack is estimated at 269,000 cases; Puget Sound is credited with 130,000 cases; giving a total Pacific pack of 399,000 cases of salmon. The estimate is based on the belief among canners that the season is about over.

The world's record for a week's catch by any coast whaling station was broken recently by the Kyuquot (B.C.) station, to which 26 whales were taken by the steam whaler *St. Lawrence*. The best catch known before this was 22, a record also made by the *St. Lawrence*. The Kyuquot station has taken 234 whales since the season began.

There seems to be a feeling among the fruit-growers connected with the St. Catherines (Ont.) Cold Storage and Forwarding Company that this will be the best year in the company's history. During one week recently no fewer than eight carloads of fruit were shipped to Winnipeg and other western centres. The shipments at present are confined wholly to tomatoes, apples and pears, but the storage company expects to be unusually busy when the other fruits are in a condition for shipment.

The Dominion Iron and Steel Co. produced over 22,000 tons of steel during July, showing a large increase over the corresponding period last year.

CANADIAN NEWS ITEMS.

The Canadian Northern Railway claim that they are responsible for the creation of 150 town-sites in Western Canada, on which about 70,000 persons (exclusive of the large centres) haves found homes. The gross earnings of the men employed on the C. N. R., are $10,000,000 per year.

The annual average value of the Ontario fruit industry, according to the latest returns, was $7,505,636. Its capital value was $55,381,865, and the acreage under cultivation numbered 307,528. The peach growing industry is one of the province's principal assets. Only a small quantity of the fruit grown reaches the table in its natural state, the majority being tinned. The province exports from 700,000 to 1,000,000 barrels of apples annually, principally to the United Kingdom.

Prince Edward County, which is practically an island in Lake Ontario, is a centre of production for small fruits and vegetables, about 20,000 acres being utilised to supply the requirements of 12 canning factories which are established there.

When the first rails were laid in 1881, West of Winnipeg, the white population between Ontario and the Rocky Mountains, and between the United States boundary and the Arctic Circle, was 66.161. By 1906 this number had grown to 808,863.

CANADIAN BUTTER AND CHEESE FAVOURED.

A British Exporter's Opinion.

Mr. Thomas Clement, of the produce firm of Messrs. Clement and Co., Ltd., with houses in London, Glasgow, Manchester and Montreal, who recently visited the latter city, states that Canadian butter and cheese are steadily strengthening their hold upon the English markets and as far as buter is concerned the market for the Canadian article is almost without limit as for the quantity that can be disposed of. When a greater quantity than usual of Canadian butter is sent to the English market the producing countries elsewhere send more to the Continent. What is now helping Canada, he added, is the fact that France, which was formerly an exporting country, now consumes all the butter she raises. Denmark and Holland still send a great deal of dairy produce to the British market, but this does not preclude the excellence of the Canadian product being appreciated wherever it is known.

Speaking of the outcry raised some time since in the papers over the quantity of overgreen cheese shipped from Canada to the English market, Mr. Clement declared that the harm done had not been great.

CANADIAN TRADE WITH FIJI.

Discussing Canadian trade with Fiji, the Hon. Eyre Hutson, who is on his way to take up the post of Colonial Secretary in those islands, said there was an increasing trade being done every year between that country and Vancouver. A syndicate in Vancouver has purchased one of the largest sugar factories in Fiji, and erected a sugar refinery in Vancouver. The development of Fiji in the cultivation of bananas, rubber, cotton, was making rapid progress, and Mr. Hutson expressed the opinion that the colony would soon become a very important possession.

A GRAIN ELEVATOR RECORD.

A grain handling feat which probably stands as a record for Canada was recently accompliched at the Grand Trunk Elevator in Montreal Harbour when over half a million bushels of wheat were handled in nine and a half hours. Of the total amount handled, 75,749 bushels of wheat were received from the lake steamer *Robert Wallace*, and at the same time 140,710 bushels were taken in from cars on the wharf. Meanwhile the grain was being rustled out through the conveyors and loaded into ocean steamships for export to the amount of 288,623 bushels. This made a total handling of 505,082 bushels.

Within a few years Canada will have three Trans-continental Railways across her own territory, besides a new and important shorter route to the markets of the world by way of Hudson Bay.

CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

G. Rowatt (McMahen, Granger and Co., London, Ont.)—Holborn Viaduct Hotel.
J. A. Renauld (Garneau, Ltd., Quebec)—Holborn Viaduct Hotel.
E. St. Pierre (Thibaudeau, Bros. and Co., Quebec)—22, Basinghall Street.
J. E. Edgett (Manchester, Robertson, and Allison, Ltd., St. John, N.B.)—2, Milk Street, E.C.
J. Suckling (Stobart, Sons and Co., Ltd., Winnipeg)—17, Aldersgate Street, E.C.

MANCHESTER.

A. L. Sevigny (P. P. Martin and Co., Montreal)—Grand Hotel.
W. B. Matthews (Greenshields, Ltd., Montreal)—Midland Hotel.
F. Rodden (Brophy-Cains, Ltd., Montreal)—Midland Hotel.
N. Paulet (A. Racine and Co., Montreal)—Midland Hotel.
J. A. Shehyn (McCall, Shehyn and Co., Quebec)—Midland Hotel.
A. J. Henderson (Chas. M. Home, Toronto)—Mosley Hotel.

BRADFORD.

W. Agnew (W. Agnew and Co., Montreal)—Midland Hotel.
H. S. S. Molson (The Gault Bros. Co., Montreal)—Midland Hotel.
G. Kent (Greenshields, Ltd., Montreal)—Midland Hotel.
G. H. Stewart (Stobart, Sons and Co., Ltd., Winnipeg)—Midland Hotel.

Canadian Government TRADE COMMISSIONER SERVICE IN GREAT BRITAIN.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in Great Britain:—

———— Room 39 and 40, Central House, Birmingham.

J. B. JACKSON, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Sun Buildings, Clare Street, Bristol.

Commissioners and Agencies have also been established in various other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

Japan, China, and Corea—
W. T. R. PRESTON, Club Hotel, Yokohama.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

China—
ALEX. MACLEAN, c/o H.B.M. Consul-General, Shanghai, China.

Mexico—
A. W. DONLY, Rebeldes No. 6 Mexico, D.F., Mexico

Newfoundland—
E. D. ARNAUD, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

West Indies—
E. H. S. FLOOD. Barbadoes.
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada to British and Foreign Importers or Exporters without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

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Railways, Shipping, and Commerce.

RAILWAYS.

The Canadian Board of Railway Commissioners has issued an order amending its order of last year, with respect to the installation of fire extinguishers in every passenger coach. After hearing the representations of the railway companies the board has decided that one fire extinguisher to each coach will be sufficient, instead of two, as provided in the original order.

The Grand Trunk announces the appointments of the following officials of the Grand Trunk Pacific Passenger: Traffic Manager, Mr. W. E. Davies; General Passenger Agent, Mr. G. T. Bell; General Baggage Agent, Mr. J. E. Quick, Toronto. These officials will retain the same positions in the Grand Trunk service.

While the Grand Trunk Pacific prairie section has not been formally and officially opened for business, the officials, for the convenience of the public, handling all traffic offered on a basis quite satisfactory to company and its patrons. In some instances large lumber dealers want to get well to the front with supplies, without which there can be no building. To these the company offer all the facilities available. Pending the acceptance by the company and the Government of the finished line, the road is being operated and the traffic handled by the construction trains and crew.

Mr. Frank W. Morse, vice-president and general manager of the Grand Trunk Pacific, has just taken an important party of grain men over the new line west of Winnipeg. As the first imposing structure in a new town in the wheat belt is usually a grain elevator, some of Mr. Morse's party were elevator men looking for sites. For the past two or three years settlers have been opening up new farms along the line, and these will shortly be ready to ship wheat, many of them this year.

SHIPPING.

The steamer *Kingston*, of the R. and O. Line, bound for Toronto, has collided with and sunk the steamer *Titania*, a summer excursion boat. No lives were lost.

The fourth ship of the Cairn line fleet, which recently amalgamated with the Thomson line, to be placed on the Montreal service is the *Cairntorr*, a freight steamship of moderate size, her gross tonnage being 3,588 tons. She is to run from Leith to Montreal. The other vessels of the same fleet which have so far visited Montreal, augmenting the service of the regular Thomson line steamships, are the *Cairnrona*, the *Cairncrag* and the *Cairndon*.

The C.P.R. Co.'s s.s. *Mount Temple*, which was driven on Lahave Island during a severe gale on the Atlantic last November, and lay on the rocks for two months, is again to go into commission. She has been repaired at Newport, U.S.A.

It is stated that Captain Roys of the steamer *Aletha* intends to build an up-to-date steel steamer next winter for passenger traffic on the Bay of Quinte, Lake Ontario and St. Lawrence waters. The new steamer will have a speed of about fifteen miles an hour, and a capacity for carrying five hundred passengers. It is estimated that the cost will be about $30,000.

Messrs. Thomas Trahey and Son, of Parrsboro', N. S., have launched from their shipyard, the schooner *Willena Gertrude*. The new craft registers 271 tons, and will be a large carrier, and a fast sailer. She was built for the coasting and West India trade. This makes three large, three-masted schooners, one two-master, and a tugboat launched from the Parrsboro' district this year, leaving one three-master still on the stocks to be launched this autumn or next spring.

A recently-issued Canadian Blue Book shows that the decline in the Dominion's shipping tonnage, which has been in progress for 30 years, has now been apparently arrested. Although 452 vessels were struck off the registry list in 1907, there was a net gain; 392 new vessels, valued at £345,690, being built, and others bought from abroad. The total value of Canadian vessels last year was £4,192,128.

CANADA'S RECORD CANAL TRAFFIC

Larger Vessels in Use.

The canal statistics for the season of navigation of 1907, which have been prepared by Mr. J. L. Payne, Controller of Statistics for the department show that the water-borne traffic of the Dominion for the year 1907 was the largest on record. The total volume aggregated 20,543,639 tons, as compared with 10,523,185 in 1906, represtnting an increase of 95.2 per cent. For the ten-year period the betterment was 13,925,164 tons, or 210 per cent. The traffic increased from 9,000,000 tons in 1903 to 20,500,000 tons last year. For comparative purposes it may be mentioned that the traffic of Canadian railways increased from 47,000,000 tons in 1903 to 63,750,000 tons in 1907. The principal expansion in canal traffic last year was in the business of the Sault Ste. Marie Canal, which showed an increase of 5,601,943 tons over 1906. During the past decade United States tonnage through the Sault Ste. Marie Canal increased 315 per cent., while the increase of Canadian tonnage was 467 per cent. The betterment in total traffic was 341 per cent., and since the number of passages grew by but 66 per cent., Mr. Payne says it is obvious that the carrying business of the Upper Lakes is rapidly developing a much larger type of steam vessel than has hitherto been in use. In this respect Canadian forwarders appear to be abreast with their American competitors.

A change in the method of recording statistics will go into effect this year, whereby a discrimination will be made in the products of either country passing through the canals at Sault Ste. Marie. Hitherto regard has only been had to the nationality of the vessels. In future a record will be kept of distinctly Canadian cargoes carried by water, and the information ought to be of considerable value. The new rule applies to all canals as well as to the one at Sault Ste. Marie. Under this system it will be possible thereafter to show the tonnage of Canadian grain brought down from the West by water, and to follow its course into the interior or to the seaboard. The capital expenditure on the canals of Canada up to March 31, 1907, aggregated $91,734,718. This is apart from the outlay by the Imperial Government, the total of which is unknown, as the records were lost in the destruction by fire of the Ordnance Office in Montreal in 1852.

CUISINE AT SEA.

Catering difficulties have been overcome so completely at sea as to place the *cuisine* of a fast ocean liner on as high a standard as that of a splendid modern hotel. This, of course, is one of the results of the evolution of the modern steamship, and cannot be better exemplified than by some account of the catering on board one of the magnificent steamers of the Allan line, which travellers agree is unrivalled. The chief essential to perfection in *cuisine* is adequate control, and in this respect the Allan line are particularly fortunate in having at the head of this important department a master steward who has acquired experience in every branch of his art and held responsible positions at various hotels and restaurants of world-wide fame. An inspection of the kitchen on an Allan liner enables one to form some idea of the perfection which has been attained. The expert will at once notice that the appliances are all of the most up-to-date pattern, including electric roasters, silver grills, and steam purifiers, while the very latest salamander (invented by the master steward) has also been installed. This contrivance does away with the unsatisfactory and old-fashioned method of making toast by hand; a supply can be made in a few moments to satisfy the ship's requirements, every piece being crisp and fresh. The bakery, which is built on modern lines, produces several thousand rolls per day, and is in the hands of skilled bakers, whose bread and pastry leave nothing to be desired. That it is possible to procure fresh fruit, fresh butter and milk, even after five days at sea, is naturally a source of great pleasure to the traveller. This is made possible by the refrigerating apparatus carried on the steamers, the spacious ice chambers receiving all perishable provisions immediately they arrive at the ship's side.

THE CANADIAN NAVY.

The cost of construction, or the purchase price of the vessels added to the Dominion fleet of steamships, etc, since 1900, was given by the Minister of Marine in answer to a question in the House of Commons recently. The list of vessels, etc., is as follows:—

Lady Grey, built in Great Britain...	$207,507
Druid, built in Great Britain	110,960
Lady Laurier, built in Great Britain	184,933
Canada, built in Great Britain.....	215,600
Montcalm, built in Great Britain.....	265,233
Champlain, built in Great Britain...	90,033
Arctic, purchased from German Government	75,000
Maisonneuve, purchased and built in Canada	8,500
Princess, purchased in Canada, built in Great Britain	45,000
Falcon, purchased and built in Canada	9,000
Kestrel, built in British Columbia...	63,920
Vigilant, built in Toronto	143,900
Lurcher Anticosti, built in Toronto	179,950
Lillooet, built in British Columbia...	143,000
Bayfield, purchased in Canada	50,000
Galveston, purchased in Great Britain	£30,000

The following were built by the Department of Marine at the Government shipyard, Sorel, Quebec:—

Lafontaine, ladder dredge	$95,172
Progress, dipper dredge.....	55,000
Fielding, ladder dredge	425,579
De Beaujeu, suction dredge.....	501,477
Champlain, tug	18,209
Frontenac, inspection steamer	50,117
De Lévis, inspection steamer.....	44,304
Lac St. Pierre, tug	26,777
Moncalm, tug	25,675
Portneuf, tug	20,765
Rouville, lighthouse steamer.....	85,925
Vercheres, lighthouse steamer	29,344
Hosanna, tug.....	21,383
James Howden, tug	36,350
Annette, tug	4,146
Marie, launch	1,787

The Minister added that there was at present under construction in Great Britain an icebreaking steamer for service between Prince Edward Island and the mainland, the contract price for which was £103,000. A contract had been entered into with Swan, Hunter and Wigham Richardson Co., of Newcastle-on-Tyne, England, for a lighthouse tender for the Georgian Bay, and there was under construction at the Government yard, Sorel, Quebec, a vessel for the lighthouses on Lakes Erie and Ontario. The Department of Marine did not at present contemplate the construction or purchase of any further or additional vessels. The Government was desirous of encouraging the building of vessels in Canada, and with this in view has had several vessels built at its own and at private yards. It would always give the preference to Canadian over foreign yards when the same could be done with due regard to economy and efficiency.

The Postmaster-General stated that his Department had in 1907 purchased in Great Britain the *Deerhound* (now the *Lady Evelyn*), for £12,500, as a mail tender at Rimouski, Quebec; and the Minister of Public Works said the list did not include tugs, barges and small vessels of that nature built or purchased by that Department, as he did not think information about them was required.

BERMUDA AND CANADA.

The Hon. Eyre Hutson, who was recently promoted from the position of Colonial Secretary of the Bermudas to that of Colonial Secretary of Fiji, has passed through Canada on his way to take up his new duties. In the course of an interview with a representative of the press, Mr. Hutson said that trade between Bermuda and Canada was developing very rapidly, and he had every hope that it would still further increase. Asked what he thought Bermuda needed from Canada, Mr. Hutson said flour, oats, bran, and butter were probably the most important, and that a good market could always be found for those products. Whilst Bermuda was so fertile in other respects, it was impossible to grow sufficient feed for the cattle, and the people there, said Mr. Hutson, preferred to trade with Canada.

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"CANADA'S" INVESTMENT SUPPLEMENTS.

COMMENCING in January, 1907, specially enlarged issues of "CANADA" have been published each month, containing matter of great value and importance to all who are interested in the financial progress of the Dominion.

For filing and reference these monthly numbers of "Canada" are invaluable to—

EVERYONE WHO IS CONCERNED WITH CANADIAN INVESTMENTS;

For in them are regularly published statements by Canadian Financiers of the highest standing regarding the Financial, Banking, and Industrial condition of the Dominion at large.

EVERYONE WHO IS A SHAREHOLDER IN CANADIAN RAILROAD, INDUSTRIAL, MINING, OR LAND CORPORATIONS;

For the object of these MONTHLY INVESTMENT NUMBERS is to give authentic information regarding their condition and progress.

EVERYONE WHO IS A HOLDER OF CANADIAN CITY OR MUNICIPAL DEBENTURES;

For month by month the progress of cities is recorded in these numbers of "CANADA," giving the fullest information as to their financial standing, their progress, assessment, increase of population, and municipal improvements, the articles being handsomely illustrated with photographs of their chief business and residential streets, and views of the surrounding country from which they draw their business.

These articles present to our readers' eyes and minds a more complete and valuable picture of the towns of whose securities they are holders than can be obtained in any other manner short of constant personal visits.

EVERYONE WHO WANTS A GOOD RATE OF INTEREST;

Because each month are published lists of specially selected applications for loans on security of FIRST MORTGAGES ON CITY PROPERTY OR IMPROVED FARM LANDS, these applications being submitted by Financial Firms of proved integrity and of the highest standing in each of the principal business centres of the Dominion.

Beneath we give a list of the towns and districts dealt with recently, together with the number of the issue of "Canada" in which each article appeared:—

	Issue No.
BATTLEFORD	93
BRANDON	79 & 128
CALGARY	104
COBALT	128
EDMONTON	120
FORT WILLIAM	112
HAMILTON	127
KELOWNA	112
LLOYDMINSTER & BARR COLONY	85 & 132
MEDICINE HAT	99
MEAFORD	128
MELFORT	87
MOOSE JAW	89 & 112
MONTREAL	103
PORT ARTHUR	73 & 116
PRINCE ALBERT	84 & 132
PRINCE RUPERT	112
PROVINCE OF NOVA SCOTIA	108 & 123
RED DEER	120
REGINA	88 & 128
SASKATCHEWAN VALLEY	82
SASKATOON	124
SOUTHERN ALBERTA	102
STRATHCONA	116 & 124
TORONTO	136
VANCOUVER	116
WETASKIWIN	116
WEYBURN	97
WINNIPEG	126

Copies of these Numbers, containing information regarding any special locality, may be obtained, price **1/-** each, from the Publisher of "CANADA."

Among the principal features of the last

SPECIAL MONTHLY INVESTMENT NUMBER OF "CANADA"

were:—CANADIAN FINANCES; The views of a prominent official of a great Canadian Bank. FINANCING CANADA'S CROPS: Interview with the General Manager of the Canadian Bank of Commerce. THE DEVELOPMENT OF ALBERTA: By a resident of the Province since 1862. TORONTO, THE CITY OF BEAUTIFUL HOMES. REAL ESTATE NOTES; from 20 centres of activity. CANADIAN INVESTMENTS ABROAD. MORTGAGES ON FARM AND CITY PROPERTY; Specimen List of Applications. LAND VALUES IN TORONTO. CANADIAN MINING IN 1907. A RECORD OF RANGE OF PRICES OF CANADIAN STOCKS. FLUCTUATIONS IN COBALT SHARES. CANADIAN SECURITIES INDEX STATISTICS. OPPORTUNITIES FOR INVESTMENT.

"CANADA'S" INVESTMENT SUPPLEMENTS

Published every 4th week—13 numbers in each year.

Price 6d. each. Annual Subscription, 6/6, post free.

The Publisher of "CANADA," 34-35, Norfolk Street, Strand, London, W.C.

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Canadian Finance.

(From Our Own Correspondent.) TORONTO.

Although business on the Canadian exchanges has been rather smaller than last week, values are well held, the more active descriptions showing general advances. Bank descriptions have shown an upward tendency, C.P.R. have further advanced, and are talked higher on the prospect of record earnings for the remaining portion of the year. Some authorities say that the stock will see 200 again before the year is out. A feature has been the falling off in bond transactions, due in the main to the scarcity of stock.

Market Movements.

The banks show a general advance, with Commerce, Standard, and Toronto prominent features. In the general list Dominion Coal is up 2, and Dominion Steel Preferred as much as 4½. Dominion Telegraph shares have shown a good tendency, and Dominion Textile Preference, Halifax Tramway, "Soo" Common, Rio, and Richelieu Navigation are all higher. Montreal Street has been a very strong feature, the last sale being at 181, and Toronto Railway and Winnipeg Electric have also each advanced, the last-named being up 3 points. Canadian General Electrics have lost 1½, Mexico Tramways 3¼, Nova Scotia Steel ½, and Laurentide Paper and Pulp Preferred a point.

Trade Conditions in the West.

Whilst in many cases a conservative view is taken of trade conditions in the West, a prominent writer in a contemporary avers that a number of manufacturing houses have been able to report a distinct improvement in trade this week. The increased transport of goods towards western points indicates that credits are being further extended, and that the West is already discounting the present season's crop.

Cobalt's Advancement.

In comparing the six months' output by Cobalt's mines with that for the corresponding period of 1907, it must not be overlooked that the actual increase of 2,608 tons in shipments does not accurately measure the advance that has been made, owing to the fact that several of the principal shipping properties have erected concentrating plants, and are only sending to the smelters concentrates and high grade ores. If this is taken into consideration the increase would be very much greater than that revealed by the actual figures.

Ogilvie's Prospects.

It is regarded by well-informed people as highly probable that the Ogilvie Company's earnings for the fiscal year which ends with this month will be the best in the history of the concern. On the basis of the earnings for the half-year ending February last, the trading profits would reach $750,000, as against $630,685 for the previous year, and the net profits should be equal to about 14 per cent. on the whole of the $2,500,000 of Common Stock now issued. It is worth noting that the $1,250,000 stock issued this year was created to represent undivided profits, and that on the old basis the surplus for the years 1902 to 1907 was equal to an average of over 25 per cent. per annum.

FINANCIAL ITEMS.

A Market Letter.—Some points from the weekly market letters of Messrs. Jaffray and Cassels will be instructive to investors. Dealing with the week ending 14th inst., they say: "The week's local market has involved activity chiefly in Sao Paulo and Rio. Much of the buying of these securities has been for foreign account. The movement in Rio, which seems about ending for the present, has been due to a pool operation in London. In the process, Canadians are securing a very considerable profit from having financed these enterprises. The selling of these securities will free Canadian funds for employment in home development. At current prices, Winnipeg Electric stock yields over 6 per cent., while Toronto Railway stock at 107 yields only 5.60 per cent. The Winnipeg Electric Company's franchise is longer and better, since it pays but 5 per cent. of its gross receipts to the city, and the Toronto Company pays a graduated percentage, reaching 20 per cent. on receipts over $3,000,000. The difficulties of the Pillsbury-Washburn Flour Milling Company, of Minneapolis, are likely to have an important influence on the business of the leading Canadian Flour Milling Companies. The Minneapolis Company, prominent men in the trade inform us, has been an unfair competitor in European markets, adopting Standard Oil methods of underselling. This practice has been one of the elements in producing their present difficulties, which offer opportunity for extending the business of Canadian companies in fields hitherto dominated by the rival now in distress. The current upward movement in Cobalt stocks, in our opinion, is based on value, and is the natural result of steady absorption of issues of merit. The increasing output of the camp is encouraging holders, and offerings of stock are therefore light."

The Monetary Situation.—Our Toronto contemporary, the *Financial Post*, discussing this question, says: "The situation seems all right, and there will certainly be less discontent than there was last fall. In the twelve months it is claimed that banks have reduced their credits 50 per cent., so that while the extension of speculative credits will not be as great as in the years prior to 1907, the legitimate demands of farmers and grain men in general will be met all right. The amendment to the Banking Act, which increases the power of the bank in the matter of note circulation, will make it possible to have in circulation at least $12,000,000 more than was available last year."

Canadian Railway and Power Earnings.—The British Empire Trust publishes the July statements of its group. Earnings of the Canadian Northern Railway show a gross decrease of $295,700 and a net decrease of $159,000. The British Columbia Electric Railway reports an increase of $8,504 in net earnings, including income from investments, equal to £1,753. The Shawinigan Water and Power Company earned $57,020 in July, being $684,240 per annum, as compared with $52,500, or at the rate of $630,000 per annum, in the corresponding month. The Canadian Northern Prairie Lands sold 5,320 acres in July, realising $59,584, an average of $11.20 per acre. Gross earnings of the Sao Paulo Tramway Light and Power Company for July showed an increase of $133,188.

Bank of British North America.—This institution has opened a sub-branch at St. John's Gate, in Upper Town, Quebec.

Porto Rico Railway Company, Ltd.—Electric lighting in the town of Bayamon was inaugurated July 1. Over 1,000 lights had been installed before the current was turned on. This town has never before had electric light, and all the inhabitants and many from the outlying districts turned out to view the illumination, which was voted a great success. The company cannot instal lights rapidly enough to fill the orders now coming in.

Canadian Thrift.—The bank statement for July gives clear evidence that the Canadian people are adopting a conservative policy at the present juncture, and are not risking their money in speculative ventures. The deposits in the bank for the month show an increase of $3,281,600 over June. The note circulation shows a falling off of $300,000, call loans in Canada a decrease of $256,000, and current loans a decrease of $1,850,000.

Electrical Development Company of Ontario (for the month of July).—Gross earnings, $46,835; inc., $17,280. Working expenses, $9,005; dec., $2,212. Net earnings, $37,830; inc., $19,492. Aggregate gross earnings from January 1 to end of July, $326,742; inc., $160,097. Aggregate net earnings, $258,175; inc., $154,735.

Western Dominion Collieries.—The accounts for the year ended June 30 show a profit, after providing for debenture interest and writing off £1,329 for depreciation, of £4,706, out of which the directors recommend that £1,176 be written off preliminary expenses, leaving £3,530 to be carried forward.

Canada North-West Land.—The directors announce a return of $4 per share of the capital of the common shares, payable on October 15 to the holders registered on August 31.

Demerara Electric Company, Ltd.—Comparative statement of earnings, June 1907-8:—

	1907	1908	Increase.
Gross ...	9,898.48	10,415.07	516.59
Net	4,018.66	4,179.21	160.55

White Pass and Yukon Ry. Co., Ltd.—Traffic receipts for the week ending August 7, $42,344.

NEW ISSUE.

The Minneapolis, St. Paul, and Sault Ste. Marie Railway, Controlled by the Canadian Pacific Railway Company, is issuing $700,000 Ste. Marie 7 per cent. Preferred Stock in shares of $100 each at 145 per cent., or £29 15s. 11d. per share. At this price these Preferred Shares yield £4 16s. 6d. per cent., and hold the attractive reversion of participating with the common shares in future dividends after the latter receive 7 per cent., as the last dividend on the common, paid on April 15 last, was at the rate of 6 per cent., and this railroad system has lately been largely extended, the heavy volume of trade which will be hauled over its increased mileage is bound shortly to secure larger earnings, and consequently increasing dividends to its stockholders. This Preferred Stock is already officially quoted on the Stock Exchanges in London, New York and Montreal.

Toronto.—Although the business of building in Toronto during the month of July was a little better than in June, there has been a considerable falling off in the seven months of the present calendar yeer as compared with the corresponding period of 1907. The figures given for this year are from January 1 to July 3, $6,134,245, July $1,219,435. These figures united are $4,105,085 below the 1907 figures. It must, however, be remembered that they show the value of the permits given, not the actual expenditure.

The *Northern Echo* is doing splendid work in making the resources of Canada known among its readers. For some months past the journal has been dealing in an efficient and interesting manner with the growth and importance of the principal cities and towns of the Dominion, progressing gradually from east to west. At the present time the prairie provinces are being dealt with, and Winnipeg and Edmonton should feel flattered at the attention paid to them. Apart from an uncertainty in the spelling of the word "Edmonton," the letterpress is correct and useful.

COBALT SHARES.

"Canada" only quotes the shares of those companies which are regarded as bona-fide mining undertakings. Their appearance in our list does not infer that we regard them as worth buying at the price quoted, but they are to be regarded (subject to weekly revision) as the standard Stocks in Cobalt securities.

The following were the quotations at Toronto on August 14:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Foster-Cobalt Mining Co....	$1,000,000	$1.00	.46	.43½
Trethewey	1,000,000	1.00	.92	.90
Buffalo Mines Co.	900,000	1.00	3.00	2.00
McKinley-Darragh-Savage Mines	2,000,000	1.00	.86	.82
*Cobalt Silver Queen ...	1,500,000	1.00	1.07	1.06
Green-Meehan Mining Co...	1,500,000	1.00	.13	.10
Coniagas	4,000,000	5.00	5.25	5.00
Kerr Lake Mining Co. ...	3,000,000	5.00	2.85	2.80
University Mines	1,000,000	10.00	4.00	2.70
Nipissing Mines Co. ...	6,000,000	5.00	8.50	8.25
Nova Scotia Silver-Cobalt .	1,800,000	1.00	.30½	.29½
Temiskaming (new) ...	2,000,000	1.00	.67	.65½

* Ex Dividend.

CANADIAN RAILWAY REVENUE STATISTICS.

Name of Railway.	Seven Days Ending Aug. 21.	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease.
Canadian Northern	$162,500	$6,800	—
Alberta.....	$5,518	$1,333	—
Canadian Pacific	$1,356,000	—	$190,000
Grand Trunk	£128,851	—	£15,204
Canada Atlantic.....	£9,076	£509	—
Grand Trunk Western...	£24,148	—	£2,249
Detroit Grand Haven...	£6,950	—	£1,370
Mexican	$124,500	—	$26,600
Mexican Southern	$25,258	—	$4,087

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CANADIAN SECURITIES.

LATEST PRICES IN MONTREAL AND TORONTO.

BANKS.	Paid	Price per Share per $100.
Bank of Brit. North America ...	£50	145
Bank of Hamilton	$100	195
Bank of Montreal	100	232
Bank of New Brunswick ...	100	—
Bank of Nova Scotia	100	277
Bank of Ottawa...	100	—
Bank of Toronto	100	216
Banque d'Hochelaga	100	133½xd
Banque Nationale	30	120†
Canadian Bank of Commerce...	50	160
Dominion Bank...	50	233
Eastern Townships Bank ...	50	148.150
Imperial Bank of Canada ...	100	223
Merchants' Bank of Canada ...	100	151.153xd
Metropolitan Bank	100	—
Molson's Bank	100	230.230½
Quebec Bank	20	122xd
Royal Bank of Canada... ...	100	218
Standard Bank of Canada ...	50	219
Traders' Bank of Canada ...	100	131.132
Union Bank of Canada ...	100	131.135
Union Bank of Halifax ...	50	—

LOAN COMPANIES.		
Agricultural Savings and Loan	50	119
British Columbia Permanent Loan and Savings	100	—
Canada Landed and National Investment	50	123
Canada Permanent Mortgage ...	10	136
Canadian Savings and Loan ...	50	—
Cent. Canada Loan & Savings..	100	160
Dom. Savings and Investment	50	70½.72
Hamilton Provident and Loan	100	118.120
Huron & Erie Loan & Savings..	50	166½
Imperial Loan and Investment	100	70†
Landed Banking and Loan ...	100	118.120
London & Can. Loan & Agency	50	105
London Loan	50	119†
Montreal Loan and Mortgage...	25	132†
National Trust of Ontario ...	100	148.150
Ontario Loan and Debenture ...	50	129.131
Real Estate Loan and Debenture	40	85.87
Toronto General Trusts ...	100	147½
Toronto Mortgage	50	109.112
Toronto Savings and Loan ...	100	126†

INSURANCE.		
British America	50	—
Canada Life	400	159†
Confederation Life	10	285†
Imperial Life	45	150†
Sun Life of Canada	15	—
Union Life	100	—
Western	20	—

RAILWAYS, TRAMWAYS, LIGHT, AND POWER.		
Canadian General Electric ...	100	100
Consumer's Gas, Toronto ...	50	197
Electric Development of Ontario	100	25
Do. 5% Bonds	100	89
Halifax Electric Tramway ...	100	100
Hamilton Cataract Power, Light, and Traction	100	—
Havana Electric Railway ...	100	31.31¼
Do. 6% Preferred... ...	100	77½
London Electric...	100	89½†
London Street Railway ...	40	97½†
Montreal Street Railway ...	50	178½
do. do. 4% Bonds	100	98.100
Montreal Light, Heat and Power	—	99
Ottawa Electric Railway ...	100	—
St. John Railway	100	97.99
Toronto Electric Light... ...	100	112
Toronto Railway	100	105
Trinidad Railway	100	—
Twin City Rapid Transit ...	100	88½.89½
Winnipeg Electric St. Railway	100	171½

SHARES QUOTED ON THE LONDON MARKET.			
British Columbia Develpmt Ass.	1	1⅛	1⅛
Le Roi	5	½	
Le Roi No 2	5	1½	
Tyee Copper	1	½	
Ymir...	1	3	

* In Canada to facilitate business the actual denomination of securities is generally ignored and stocks and shares are quoted at so much % on an assumed par value of $100 † Last sale.

IRON, COAL, AND STEEL, &c.	Paid.	Price per Share per $100.*
Cariboo Hydraulic Mining ...	1	—
Consolidated Mines	100	—
Crow's Nest Pass Coal	100	—
Dominion Coal	100	57
Do. 7% Preferred	100	95¾.100
Do. 5% Bonds	100	91
Dominion Iron and Steel ...	100	18
Do. 7% Preferred	100	65
Do. 5% Bonds	100	78
Intercolonial Coal Mining ...	100	59.61¼
Do. 7% Preferred	100	100¼†
Montreal Steel Works	100	65.67
Do. 7% Preferred	100	93.96
Nova Scotia Steel and Coal ...	100	49
Do 8% Preferred	100	108.110
Do. 6% Bonds	100	103.105½

MISCELLANEOUS.		
Bell Telephone	100	136
Do. 5% Bonds	100	101.103
Canada North-West Land ...	25	100.105
Do. 6% Preferred	60	—
Canadian Coloured Cotton Mills	100	48.50
Do. 6% Bonds	100	90.92
Canadian Salt 7% Preferred ...	100	—
Dominion Telegraph	50	102.104
Dominion Textile 7% Preference	—	84½.86
Do. 6% Bonds, Series "A"	—	84½.90
Dunlop Tyre 7% Preference ...	100	—
Lake of the Woods Milling ...	100	92
Do. 7% Preferred	100	112.114
Do. 6% Bonds	100	104.105½
Laurentide Paper	100	101½
Do. 7% Preferred	100	110
Do. 6% Bonds	100	109.111
Montreal Cotton	100	105.118
Montreal Telegraph	40	135.138
Niagara Navigation	100	118.120
Northern Navigation	100	97.98
Ogilvie Flour Mills	100	105
Do. 7% Preferred	100	116½.117
Do. 6% Bonds	100	105.110½
Ontario and Qu' Appelle Land...	40	—
Richelieu & Ontario Navigation	100	75.75½
Rogers, W. A., 7% Preferred ...	100	—
St. Lawrence & Chicago Navigation	100	115.117

CANADIAN TRADE CONDITIONS.

Messrs. Dunn, of Montreal, in a recent issue of their weekly letters, say:—"A mid-summer quiet, perhaps more pronounced than usual, still marks the wholesale trade in Montreal. Dry goods travellers are again getting on the wing, but there is little real improvement in the demand for goods, and in hardware, groceries, etc., matters remain much as they were.

"The advance noted in hides last week (ending August 15) is maintained; tanners are buying more freely, and stocks in warehouse are comparatively small. Leather men, however, still report shoe manufacturers, both here and in Quebec, as light buyers.

City retail trade also continues slack, but is expected to improve in the course of a week or so, as people get back from the country and seaside, for the school and college openings.

Cheese exports continue to show a shrinkage as compared with the figures of the past two years. Some improvement is reported in the cattle export trade, and meat packers profess to note a rather better inquiry.

Remittances from some quarters are rather better than ten days ago, and district failures for the week were only six in number.

THE BANK OF TORONTO.

Head Office—TORONTO, CANADA.

Capital **$4,000,000**

Reserve Fund **$4,500,000**

70 Branches throughout Canada.

London Agents:—The London City and Midland Bank, Limited.

Collections made on best terms and proceeds promptly remitted.

Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

PUBLIC NOTICES.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA.—Notice is hereby given that the ORDINARY GENERAL HALF-YEARLY MEETING of the Grand Trunk Railway Company of Canada will be held at the City Terminus Hotel, Cannon Street, London, E.C., on Thursday, the 8th day of October, 1908, at 12 o'clock noon precisely, for the purpose of receiving a Report from the Directors and for the transaction of other business of the Company.

Notice is also given that the Transfer Books of the Company will be closed from Monday, the 7th day of September, to the day of Meeting, both days inclusive.

By order,
C. RIVERS WILSON, President.
H. H. NORMAN, Secretary.
Dashwood House, 9, New Broad Street, London, E.C. August 28, 1908

CANADIAN NORTHERN RAILWAY COMPANY'S THREE PER CENT. FIRST MORTGAGE DEBENTURE STOCK GUARANTEED BY THE GOVERNMENT OF CANADA.

The Canadian Bank of Commerce give Notice that the Transfer Books of the above Stock will be Closed from the 10th to the 30th September, both days inclusive, for the purpose of preparing the Half-yearly Interest Warrants.

2, Lombard Street, E.C.
31st August, 1908.

THE BANK OF BRITISH NORTH AMERICA.
INCORPORATED BY ROYAL CHARTER.

The Court of Directors hereby give notice that an Interim Dividend for the half year ended 30th June last of Thirty Shillings per share, being at the rate of six per cent. per annum, will be paid, free of Income Tax, on the 1st day of October next, to the proprietors of Shares registered in this country.

No transfers can be made between the 17th inst. and the 1st prox., as the books must be closed during that period.

By order of the Court,
A. G. WALLIS,
5, Gracechurch Street, Secretary.
London, E.C. 1st September, 1908.

DOMINION OF CANADA FOUR PER CENT. GUARANTEED BONDS, FOUR PER CENT. 1912 DEBENTURES, and TWO-AND-A-HALF PER CENT. INSCRIBED STOCK.

The half year's Interest, due 1st October, 1908, on the above-mentioned loans, will be paid on and after that date by the Bank of Montreal, 47, Threadneedle Street, E.C. The BALANCES of the Inscribed stock will be STRUCK on the evening of the 10th inst., after which date the stock will be transferred, ex-dividend. Coupons must be left for examination between the hours of 10 and 2 o'clock (Saturdays excepted), three clear days prior to payment being made. Forms may be had on application on and after 21st inst.

For Bank of Montreal,
FREDERICK W. TAYLOR, Manager.
47, Threadneedle Street, E.C.
2nd September, 1908.

PROVINCE OF QUEBEC THREE PER CENT. INSCRIBED STOCK.

For the purpose of preparing the Interest Warrants, payable 1st October, 1908, the BALANCES will be STRUCK on the evening of the 10th inst., after which date the Stock will be transferred, ex-dividend.

For Bank of Montreal,
FREDERICK W. TAYLOR, Manager.
47, Threadneedle Street, E.C.
2nd September, 1908.

Cobalt Town-Site Silver.—Cable:—"Shipped to Coppercliff 20 tons;; average assay about 1,000 oz. of silver per ton."

Crow's Nest Pass Coal Co.—The output for the week ending August 21st was 16,327 tons; daily average 2,721 tons.

New Canadian Bank.—A new bank is being organised at Winnipeg with $1,000,000 paid-up capital. It will confine business almost exclusively to Scandinavian accounts.

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The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $5,000,000 (£1,027,397).**

President—B. E. WALKER. **HEAD OFFICE—TORONTO.** General Manager—ALEX. LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook, Creston, Dawson, Fernie, Greenwood, Kamloops, Ladysmith, Mission City, Nanaimo, Nelson, New Westminster, Penticton, Prince Rupert, Princeton, Vancouver (3 offices), Victoria, White Horse

WESTERN PROVINCES

Bawlf, Brandon, Calgary, Canora, Carman, Claresholm, Crossfield, Dauphin, Drinkwater, Durban, Edmonton, Elgin, Elkhorn, Gilbert Plains, Gleichen, Grandview, Granum, Hardisty, High River, Humboldt, Innisfail, Innisfree, Kamsack, Langham, Lanigan, Lashburn, Lethbridge, Lloydminster, Macleod, Medicine Hat, Melfort, Moose Jaw, Moosomin, Nanton, Neepawa, Nokomis, N'th Battleford, Norwood, Pincher Creek, Ponoka, Portage la Prairie, Prince Albert, Radisson, Red Deer, Regina, Saskatoon, Stavely, Stony Plain, Strathcona, Swan River, Treherne, Vegreville, Vermilion, Vonda, Wadena, Watson, Wetaskiwin, Weyburn, Winnipeg (8 offices), Yellowgrass

ONTARIO AND QUEBEC

Ayr, Barrie, Belleville, Berlin, Blenheim, Brantford, Cayuga, Chatham, Cobalt, Collingwood, Crediton, De Lorimier, Dresden, Dundas, Dunnville, Exeter, Fort Frances, Fort William, Galt, Goderich, Guelph, Hamilton, Kingston, Latchford, Lindsay, London, Montreal (2 offices), Orangeville, Ottawa (2 offices), Paris, Parkhill, Parry Sound, Peterboro', Port Arthur, Port Perry, Quebec, Rainy River, St. Catharines, Sarnia, Sault Ste. Marie, Seaforth, Simcoe, Stratford, Strathroy, Thedford, Toronto (10 offices), Toronto Junction, Walkerton, Walkerville, Waterloo, Wiarton, Windsor, Wingham, Woodstock

MARITIME PROVINCES

Alberton, Amherst, Antigonish, Barrington, Bridgewater, Charlottetown, Halifax, Middleton, Montague, New Glasgow, Parrsboro', St. John, Shelburne, Souris, Springhill, Summerside, Sydney, C.B., Truro, Windsor

IN THE UNITED STATES

New York, Portland, Ore., San Francisco (2 offices), Seattle, Skagway

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. S. CAMERON ALEXANDER, *Manager.*

Agents in Scotland—**Bank of Scotland.** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the North-West Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 480,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.

A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL

H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C.
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont.
Brandon, Man.
Brantford, Ont.
Calnsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B.C.
Estevan, Sask.
Fenelon Falls, Ont.
Fredericton, N.B.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
" Barton St.
" Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kingston, Ont.
Levis, P.Q.
London, Ont.
" Market Square.
" Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
" St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask.
Oak River, Man.
Ottawa, Ont.
Quebec, Que.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N.B.
" Union St.
Toronto, Ont.
" King and Dufferin Sts.
" Bloor St. and Lansdowne Ave.
Toronto Jct., Ont.
Trail, B.C.
Vancouver, B.C.
Victoria, B.C.
Weston, Ont.
Winnipeg, Man.
Yorkton, Sask.

AGENCIES IN THE UNITED STATES.

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$3,800,000
Reserve Fund and Undivided Profits.	5,000,000
Deposits by the Public	34,000,000
Total Assets	48,000,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and Commercial Letters of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

THE

BANK OF OTTAWA.

Capital, $3,000,000.
Rest and Undivided Profits, $3,144,020.
ASSETS, over 31,000,000.

President, GEORGE HAY. Vice-President, DAVID MACLAREN.
General Manager, GEORGE BURN.

SIXTY BRANCHES IN CANADA.

Correspondents throughout the World.

Agents in Great Britain: PARR'S BANK, LIMITED.

The financial strength and careful management of this institution, which has been established since 1874, warrant your confidence.

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BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,260,274 Sterling. Undivided Profits, £143,830 0 0

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., *Honorary President.*
Hon. Sir GEO. A. DRUMMOND, K.C.M.G., *President.* E. S. CLOUSTON, Esq., *Vice-President.*
A. T. PATERSON, Esq. E. B. GREENSHIELDS, Esq. Sir WILLIAM C. MACDONALD. R. B. ANGUS, Esq. JAMES ROSS, Esq.
Hon. ROBERT MACKAY. Sir THOMAS SHAUGHNESSY, K.C., V.O. DAVID MORRICE, Esq.

HEAD OFFICE, MONTREAL - - - E. S. CLOUSTON, *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont.
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S. [P.E.I.
Charlottetown.
Chatham, N.B.
Chatham, Ont.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Chilliwack, B.C.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Guelph, Ont.
Grimsby, Ont.
Gretna, Man.
HALIFAX, N.S.
and Sub-Branch,
,, North End.
HAMILTON, Ont.
,, Sherman Avenue.
Hartland, N.B.
Holstein, Ont.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lake Megantic, Que.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
Mahone Bay, N.S.
Marysville. N.B.
Medicine Hat., Alta.
Millbrook, Ont.
Moncton, N.B.
MONTREAL, Que.,
and Sub-Branches.
,, Hochelaga.
,, Papineau Avenue.
Point St. Charles.
,, St. Henri.
,, Seigneurs Street.
,, Westmount.
,, S. Anne de Bellevue
,, West End
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
OTTAWA, Ont.,
and Sub-Branches.
,, Bank St. and Hull.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Port Arthur, Ont.
Portage La Prairie, Man.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC,
and Sub-Branches.
,, St. Roch.
,, Upper Town.
Queensville, Ont.
Raymond, Alta.
Regina, Sask.
Rossland, B.C.
Rosenfeld, Man.
St. John, N.B.
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon.
Sawyerville, Que.
Shediac, N.B.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
TORONTO, Ont.,
and Sub-Branches.
,, Carlton and
Dundas Streets.
,, Queen Street.
,, Richmond Street.
,, Yonge Street.
Trenton, Ont.
Tweed, Ont.
Vancouver, B.C.
Sub-Branch, West-
minster Avenue.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
WINNIPEG, Man.,
and Sub-Branches.
,, Fort Rouge.
,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland
Birchy Cove.
St. John's.

In United States.
NEW YORK,
31, Pine Street.
CHICAGO,
Cor: La Salle and
Monroe Street.
SPOKANE,
State of Washington

In Mexico.
CITY OF MEXICO.

Correspondents in United States.

Boston—Merchants National Bank. Buffalo—The Marine National Bank. New Orleans—Whitney Central National Bank.
Philadelphia—Bank of North America. San Francisco—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—Rt. Hon. Lord STRATHCONA and MOUNT ROYAL, G.C.M.G., THOMAS SKINNER, Esq.,
FREDK. W. TAYLOR. *Manager.* H. HAYLOCK, *Assistant Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE
MOLSONS BANK.

Incorporated 1855.

Capital, paid up £690,448 - $3,360,170
Reserve Fund £690,448 - $3,360,170

Head Office, Montreal.

66 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $3,900,000 RESERVE - $4,390,000

Head Office - - - MONTREAL.
86 Branches in Canada.
9 Branches in Cuba.

Branches in Newfoundland and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS, OR INDIVIDUALS, CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—
BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established - 1864

Capital Paid Up, $6,000,000 (£1,232,876) Reserve Fund and Undivided Profits, $4,267,400 (£876,864)

HEAD OFFICE—MONTREAL

Sir H. Montagu Allan, Kt., *President.* Jonathan Hodgson, Esq., *Vice-President.*
E. F. Hebden, *General Manager.* T. E. Merrett, *Supt. of Branches and Chief Inspector*

BRANCHES AND AGENCIES

ONTARIO

Acton
Alvinston
Athens
Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin
Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Markdale
Meaford
Mildmay
Mitchell
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St, James St.
,, 1255 St. Catherine St. E.
,, 310 St. Catherine St. W.
,, 1330 St. Lawrence Boul.
,, Town of St. Louis
Beauharnois
Lachine
Quebec
,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Jerome
St. Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris
Napinka
Neepawa
Oak Lake
Port'e la Prairie
Russell
Souris
Winnipeg

Alberta,

Calgary
Camrose
Carstairs
Daysland
Edmonton
Ft. Saskatche'n
Lacombe
Leduc
Lethbridge
Medicine Hat,
Olds
Red Deer
Sedgewick
Stettler
Tofield
Vegreville
Wainwright
Wetaskiwin

Saskatchewan

Arcola
Carnduff
Gainsborough
Maple Creek
Melville
Oxbow
Whitewood

British Columbia

Vancouver
Victoria

AGENCY IN UNITED STATES—NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 117 Branches of THE MERCHANTS' BANK OF CANADA.

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Banking, Insurance and Finance.

A Bountiful and Early Harvest. The prospects of an early and excellent crop, upon which many Canadians have been relying to restore the balance of their prosperity after the hard times resultant upon last year's bad summer, and the subsequent financial crisis in the United States, have been realised. All news from the wheat fields of the West confirm the anticipations that Canada is this year to have one of the most bountiful and best-paying harvests she has ever experienced. Already harvesting is general in the West, and so well forward are the operations that there is now no danger of frost reducing the value of the yield. At present, threshing is proceeding under favourable conditions, and deliveries of grain are shortly expected. Although estimates as to the amount of the crop vary, Mr. C. C. Castle, the Government Warehouse Commissioner at Montreal, puts down the yield of the North-West this year at 115,000,000 bushels of wheat, 135,000,000 bushels of oats, and 35,000,000 bushels of barley—a grand total of 285,000,000 bushels. The railways are already looking forward to recompensing themselves for the poorness of this year's traffic returns by carrying the enormous quantities of grain which will shortly await removal to the seaboard. Indeed, it is estimated in this connection that even with a daily outward movement of 1,000,000 bushels of grain, the lines will be busy with grain shipments alone well into next summer. In addition, the banks are unusually well prepared this autumn for financing the big crops, and a further advantage to every one concerned is the fact that owing to the early harvest a larger proportion of grain than usual can be shipped out of the country before the close of navigation.

* * *

The West Discounting the Crop. One of our Canadian contemporaries, in alluding to reports indicating a distinct improvement in trade conditions in Western Canada, says that the express and railway companies have experienced an increase in the movement of goods towards the West, and that this, of course, means that credits are being further extended, and that the results of a good crop are being steadily discounted. We agree with our contemporary that it would be quite unreasonable to expect that the West is going to pay off all its debts this year, or for many years to come. For Western Canada to attempt now to liquidate all its indebtedness would be to check its further progress. Its development must make it for many years a debtor to Eastern Canada and to this country, and there is, therefore, no reason for finding fault with its desire to take advantage of a good crop to increase its stocks of manufactured articles and other necessaries. Rather is it a sign of the confidence which those who are bringing under cultivation the vast untilled area of the West possess in the successful outcome of their expenditure of capital and labour.

* * *

Investors and Their Requirements. One of the chief difficulties which seems to beset the average investor who is desirous of employing a proportion of his capital in Canadian investments is as to how best to apportion the sum he has decided to devote to that laudable object. In a matter of this kind one cannot dogmatise. Individual predilections vary so much that it is practically impossible to lay down hard and fast rules which will satisfy all requirements. There is the investor, for instance, who will have nothing else but Government, Bank, and Railway stocks. Others will substitute for the Bank stocks industrial securities, provided they are amply secured in the matter of dividends. Then there is the class which is prepared to accept certain reasonable risks provided they can by so doing obtain an extra 2 per cent. or so all round upon their capital. These varying requirements, of course, require exceptional consideration. For the average investor, however, who looks for a fair return upon his money, we think that the following plan should prove effective: (1) Government and Municipal stocks 30 per cent., (2) Railways and Banks 25 per cent., (3) Street Railways and Public Utility concerns 20 per cent., and (4) General industrial concerns the remaining 25 per cent. This distributes an investor's funds over the whole field of Canadian investments, with the exception of mining shares, which are, of course, purely speculative. Those, however, who feel that their interest in a country is not complete unless they have a certain proportion of their capital in this class of share, may take, say, 5 or 10 per cent. from numbers 2 or 4.

* * *

How to Secure Capital Stability. Readers of *CANADA* will not need to be told that the trend of quotations in the securities of any particular country is invariably general in its incidence. But whilst this is undeniable, and is in obedience to those laws which govern the fluctuations of securities in any country, by a scientific distribution of his capital the investor can safeguard himself against any violent disturbance in the aggregate value of his investments. For instance, under the plan we have sketched out in the previous note, whilst variations in the trade of the Dominion would probably have a pronounced effect upon Nos. 3 and 4, and partly upon No. 2, the Government issues and Bank stocks would be less seriously affected than the other groups. Any socialistic tendencies, too, would probably be principally limited to railways, street railways, and public utility concerns, which would only react upon about 25 per cent. of the total capital employed in this trust. It is never advisable to have too many eggs in one basket, and it is for this reason that we recommend the distribution of an investor's capital in such a fashion that it is assured against any violent disturbance due to causes which cannot be foreseen. Even gilt-edged securities are not, of course, immune from fluctuation, and the exercise of the most careful discrimination in the selection of investments will not prevent variations in values; but by adopting such a plan as that we have suggested above, the investor will be assured against any serious simultaneous shrinkage in the whole of his securities.

* * *

Slightly Inaccurate. Now and again even the most ably conducted journals make little slips, and it is because we know full well the fallibility of even such a brilliant contemporary as the *Monetary Times* that we can overlook a recent statement in its columns to the effect that "the British newspapers, while smaller than the American, devote little space to finance." As if this were not bad enough, it is added that "there are several daily financial publications, which probably tends to minimise the monetary and market news in the columns of their broader contemporaries." We can only forgive such comments because we know that they have crept unawares—as these little misstatements will—into our contemporary. A glance at the columns of a few of our leading London dailies would apparently prove instructive to Canadian financial writers. A glance at the *Times* shows that it contains from 3 to 5½ pages solely devoted to trade and finance, the *Standard's* financial article amounts to nearly 2 pages, and the *Daily Mail* gives about one-tenth of its space as a rule to monetary news. Some of the provincial dailies even outshine their London contemporaries in the attention they devote to commercial topics, and practically every daily paper of importance retains the services of a financial Editor, who is an expert upon the subjects dealt with by his department, and who has a staff of qualified assistants. It is true that our financial writers are more sober than their American confrères, but we cannot regard this as altogether a disadvantage. When one remembers the enormous number of securities quoted in London, it is unreasonable to expect the same individual attention to different stocks as is possible in New York or Toronto or Montreal, where all the movements of the listed investments could easily be dealt with in one of the pages of our Official List. We have purposely excluded reference to such organs as the *Statist* and *Economist*, because they enjoy a reputation for enterprise which may even have reached Toronto. Whilst our own leading daily papers may fall behind the principal American organs in sensationalism, they certainly hold their own in their legitimate financial news service, as the Editor of our esteemed contemporary can easily ascertain for himself if he will compare half a dozen of the leading daily publications of this country and the United States.

* * *

Cobalt's Advance. Although most of the information contained in Mr. Cole's annual report on the Cobalt district for 1907 has already appeared in *CANADA*, the official character of the statistics collated by the mining engineer of the Temiskaming and Northern Ontario Railway make them especially valuable for reference purposes. Hitherto capitalists in this country have given but small attention to the developments of this important silver region, only one or two properties having been placed on this market. The Americans, on the other hand, with characteristic enterprise, are securing interests in the best properties, having fully assured themselves of the value of the Cobalt field. Our own correspondents have kept readers of *CANADA* fully posted in the developments of this highly mineralised district, which, as Mr Cole points out, have been not only phenomenally rapid, but regularly progressive. It will afford sufficient evidence of the importance of the Cobalt region if we state that for 1907 it was responsible for one-twentieth of the silver production of the world, and is undoubtedly destined to occupy an even more prominent position in the list of silver-producing districts than it has already attained.

The Hon. C. R. Devlin, Minister of Colonisation, Mines and Fisheries in the Quebec Cabinet, has denied the report that he would resign to become a candidate for the Federal seat of L'Assomption.

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CAMP BIRD LIMITED

REPORT OF DIRECTORS.

The Directors have pleasure in submitting the Audited Statement of Accounts for the year, from the 1st May, 1907, to the 30th April, 1908.

The nominal Capital of the Company is £1,100,000, of which 820,000 Shares of £1 each, fully paid, have been issued.

The Profit and Loss Account, after providing for every description of expenditure, shows a profit for the period under review of	£196.178 9 8	
to which is added the amount brought forward from last year..	111,236 19 3	
Making a total of		307,415 8 11
This has been appropriated as follows:—		
Dividend No. 22, 3rd August, 1907, 1s. per Share, free of Tax	£41,000 0 0	
Dividend No. 23, 2nd November, 1907, 1s. per Share, free of Tax	41,000 0 0	
Dividend No. 24, 3rd February, 1908, 1s. per Share, free of Tax	41,000 0 0	
Dividend No. 25, 7th May, 1908, 1s. per Share free of Tax	41,000 0 0	
Making the total paid in Dividends during the year	£164,000 0 0	
Directors' remuneration of 1 per cent., as per Articles of Association	1,961 15 8	
Reserve for Income-tax	10,000 0 0	
		175,961 15 8
Leaving a balance (which it is proposed to carry forward) of		£131,453 13 3

PROVISION FOR DEPRECIATION.

For Depreciation of Plant £9,382 14s. has been written off, this amount being 10 per cent. of the estimated value of the equipment as at 30th April, 1907, and is in accordance with the recommendations of the General Manager.

CONSULTING ENGINEER'S REPORT.

The Annual Report by Mr. A. Chester Beatty, Chief Assistant to Mr. John Hays Hammond, the Company's Consulting Engineer, is presented, accompanied by the yearly report of Mr. William J. Cox, the General Manager, together with plans and longitudinal section. The attention of Shareholders is especially called to these reports.

DEVELOPMENT.

A total of 6,924 feet was driven, raised or sunk in the various workings.

For the record of development accomplished during the period under review, Shareholders are referred to the comprehensive reports of the Consulting Engineer and General Manager.

FUTURE DEVELOPMENT.

Mr. J. E. Spurr (of the firm of Messrs. Spurr and Cox) formerly of the United States Geological Survey, was instructed to make a complete geological report on the Company's property. Mr. Spurr, however, as yet, has only been able to make a partial examination of the property, which he hopes to complete as soon as the weather permits.

In the meantime, the Management only intend to carry on the developments in depths suggested by Mr Spurr, and to confine their chief operations to the Western part of the Mine, in accordance with his recommendations.

ORE RESERVES.

The Reports of the Engineer and General Manager show that, after treating 80,087 tons of dry ore, the reserves were, at the 30th April, 1908, 94,077 wet tons broken in the stopes, and 73,752 wet tons blocked out, making a total of 167,829 tons of wet ore in reserve, which Mr. Beatty estimates will yield a profit of approximately $2,500,000, say, £512,295.

The Shareholders will observe that Mr. Beatty estimates that at the 30th April last (after realising a profit for the year of £196,178 and paying Mr. Walsh £69,853) there was still a net profit in the reserves of £512,295.

EXTRACTION AND WORKING EXPENSES.

From the ore treated during the year an extraction of 94.82 per cent. of the Gold values has been obtained, yielding $26.86 per ton. The Manager reports that exclusive of depreciation of plant, the cost was $7.10 per ton, of which amount $0.30 is for taxes. There was, in addition, $1.55 per ton expended in development.

PLANT AND MACHINERY.

All machinery has worked satisfactorily, as will be seen by the Consulting Engineer's and General Manager's Reports.

IMOGENE BASIN GOLD MINES COMPANY.

The Company's holding in the Imogene Basin Gold Mines Company is 574,830 Shares of $1 each.

MANAGEMENT.

The Directors have pleasure in submitting a satisfactory report of the year's working, and wish to express their appreciation of the manner in which Mr. William J. Cox, the General Manager, and his staff have conducted the affairs of the Company, under the supervision of Mr. John Hays Hammond, the Company's Consulting Engineer.

In the terms of the Articles of Association, Messrs. Frederic William Baker and Robert James Frecheville retire from the Board, and, being eligible, offer themselves for re-election.

The Auditors, Messrs. Price, Waterhouse and Co., being eligible, offer themselves for re-election.

By Order of the Board,
A. A. KELSEY, Secretary.

Head Office:—
43, Threadneedle Street, London, E.C., 27th July, 1908.

CAMP BIRD LIMITED.

BALANCE-SHEET, 30th April, 1908.

Dr. LIABILITIES.	£ s. d.	£ s. d.
To Authorised Capital—1,100,000 Shares of £1 each	1,100,000 0 0	
Issued Capital—820,000 Shares of £1 each, fully paid		820,000 0 0
Sundry Creditors—		
America	20,229 13 0	
England	12,469 16 10	
		32,699 9 10
Outstanding Dividends		802 1 8
Profit and Loss Account—		
Balance as per last Account	111,236 19 3	
Add Balance as per Account annexed £196,178 9 8		
Less Directors' Additional Remuneration 1,961 15 8		
	£194,216 14 0	
Less Reserve for Income-tax	10,000 0 0	
	184,216 14 0	
	£295,453 13 3	
Deduct Dividends paid, free of tax—		
No. 22 1s. per Share	41,000 0 0	
No. 23 1s. per Share	41,000 0 0	
No. 24 1s. per Share	41,000 0 0	
	123,000 0 0	
		172,453 13 3
Carried forward		£1,025,955 4 9

	£ s. d.
Brought forward	1,025,955 4 9

NOTE: APPROPRIATION.

Dividend No. 25 of 1s. per Share declared 7th April, 1908, payable 7th May, 1908	£41,000 0 0	
Carried forward to next year	131,453 13 3	
	£172,453 13 3	

			£ s. d.	£ s. d.
				£1,025,955 4 9
Cr.	ASSETS.			
By Cost of Mining Properties, Rights, etc.:—				
As at 30th April, 1907			728,510 14 3	
Equipment—				
As at 30th April, 1907	£93,826 19 5			
Deduct Depreciation at 10 per cent. per annum	9,362 14 0			
	£84,444 5 5			
Add Expenditure during year to date on New Construction	2,531 13 10			
			86,975 19 3	
				815,486 13 6
Stock—Ore Products			8,947 3 6	
Materials and Supplies			18,894 15 3	
				27,841 18 9
Office Furniture and Bearer Warrants				170 15 4
Sundry Debtors				1,882 7 6
Shares in Imogene Basin Gold Mines Co.				1,000 0 0
Consols, £55,000 at 85				46,750 0 0
Cash—London at the Bankers of the Company on Current Account			114,688 2 6	
London in Hand			1 5 3	
America, at Bankers and in Hand			18,134 1 11	
				132,823 9 8
				£1,025,955 4 9

AUDITORS' CERTIFICATE AND REPORT.

In accordance with the provisions of the Companies Act, 1907, we certify that we have obtained all the information and explanations we have required as Auditors, and we report to the Shareholders that we have Audited the Books of the Company in London and at the Mine, and that the Balance-Sheet dated 30th April, 1908, is, in our opinion, properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of our information and the explanations given to us, and as shown by the books of the Company.

A. M. GRENFELL, WILLIAM F. FISHER, } Directors.
A. A. KELSEY, Secretary.

PRICE, WATERHOUSE, AND CO., Auditors.
3, Frederick's Place, E.C. 28th July, 1908.

REVENUE ACCOUNT FOR YEAR ENDED 30th April, 1908.

Exchange $4.88 = £1.

Dr.	£ s. d.	80,087 Dry Tons Treated. £ s. d.	Cost per Ton. £ s. d.
To Mining Expenses—			
Blocking out ore	10,548 2 11		
Ore breaking	9,972 8 3		
Timbering	11,199 17 10		
Loading and Tramming	12,550 4 2		
Hoisting	2,896 2 1		
Electric Lighting	132 17 6		
Pumping	2,225 4 1		
Engineering and Surveying	682 5 0		
Mine Sampling and Assaying	913 4 5		
Wages of Foremen, Bosses, etc.	2,771 0 1		
Power Expenses	5,159 4 6		
Maintenance	6,158 19 10		
Other Expenses	815 0 0		
		66,024 10 7	0 16 5.8
To Tramway Expenses—			
Labour	2,632 18 8		
Maintenance	674 8 1		
		3,307 6 9	0 0 9.9
To Ore from Bins		1,260 5 0	0 0 3.9
To Stamp Mill Expenses—			
Labour, Crushing, etc.	9,028 7 8		
Supplies—including Fuel, etc.	3,405 15 5		
Assaying and Retorting	1,174 10 0		
Wages of Foremen, etc.	473 7 3		
Maintenance	5,371 8 8		
		19,453 18 0	0 4 10.3
To Cyanide Mill Expenses—			
Labour	2,722 9 1		
Supplies—including Electric Light, etc	4,342 2 9		
Assaying	352 16 6		
Wages of Foremen, etc.	720 14 8		
Maintenance	872 17 5		
Other Expenses	1,040 0 4		
		10,051 0 9	0 2 6.1
To Shipping and Selling Expenses—			
Wages of Guards, etc.	1,102 12 0		
Mint Charges on Bullion	1,117 17 5		
Freight and Treatment Charges on Concentrates	21,093 4 5		
Freight and Treatment Charges on Cyanide Slag and Matte	34 16 3		
		23,348 10 1	0 5 9.9
To General Expenses—			
Consulting Engineer's Fee	4,000 0 0		
Manager's and Office Salaries and Expenses	4,164 12 2		
Telegraph and Telephone	219 1 4		
Legal Expenses	616 0 8		
Audit Fees and Expenses	220 7 5		
Insurance	2,200 19 4		
Other Maintenance	1,892 13 2		
Taxes	8,096 3 4		
Miscellaneous	3,220 7 3		
		24,630 4 8	0 6 1.8
To Depreciation on Plant and Machinery		9,382 14 0	0 2. 4.1
To Labour, Survey and other Expenses on Unpatented Claims		250 13 7	0 0 2.8
To Balance carried to Profit and Loss Account		267,700 5 9	3 6 10.2
		£426,109 9 2	£5 6 4.8

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CAMP BIRD LIMITED—*Continued.*

REVENUE ACCOUNT—*Continued.*

	80,067 Dry Tons Treated.					
	Gross Yield			per Ton.		
Cr.	£	s.	d.	£	s.	d.
By Proceeds of Bullion	355,958	7	1	4	8	10.7
By Proceeds of Concentrates	68,000	12	10	0	16	11.7
By Proceeds of Cyanide Slag and Matte	440	1	9	0	0	1.3
By Miscellaneous Receipts	1,233	0	7	0	0	3.7
By Interest on Bank Balances	477	6	11	0	0	1.4
	£426,109	9	2	£5	6	4.8

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30th April, 1908.

Dr.	£	s.	d.	£	s.	d.
To London Office Expenses—						
Directors' Fees	1,500	0	0			
Office Rent and Salaries	1,200	0	0			
Advertising	595	13	7			
General Expenses—						
Printing, Stationery, Cables, Postages, Audit Fee, Legal and Bank Charges	1,315	17	4			
				4,611	10	11
Brought forward				4,611	10	11
Donation to Mrs. C. R. O'Flaherty				900	0	0
Charges on Remittances from Mine				207	19	10
Balance to Balance Sheet				196,178	9	8
				£201,888	0	5

Cr.	£	s.	d.	£	s.	d.
By Balance from Revenue Account	267,700	5	9			
Less Payments to T. F. Walsh, under terms of Agreements of 10th October, 1902, and 14th October, 1904, viz., 25 per cent. of net proceeds for the year ending 30th April, 1908—$340,883.85 =	69,853	4	11			
				197,847	0	10
Interest on Loans, Deposits, and Current Account with Bankers				2,416	1	0
Dividends on Consols				1,306	5	0
Share Department—						
Transfer Fees	264	5	6			
Less Cost of Audit	100	14	4			
				163	11	2
Difference on Exchange				165	2	5
				£201,898	0	5

REAL ESTATE NOTES.

Toronto.—The W. A. Murray Co. has purchased, for $30,000, 58 feet frontage on Colborne-street, with a depth of 84 feet. The owner was Mr. Frank O'Brien, of St. Paul, Minnesota. The land came to his possession from his wife's grandfather, Lardner Bostwick, who bought an acre of land on the south-east corner of King and Yonge Streets, in the year 1815, for $400.

Halifax.—The gross debt of the City of Halifax at the end of the year 1906-7 was $3,692,890, and at the end of 1907-8 $4,061,390. There was an increase of $468,700 last year less $100,000 reduction by the sinking fund. The debt is made up of $2,507,379 for general purposes, $442,736 for school purposes, and $1,111,275 for water service purposes. These facts are shown by Auditor Foster's annual report presented a few days ago.

Manitoba Lands.—The school lands sold in Manitoba last year by the Dominion Government amounted to 102,761.7 acres, and the price realised was $1,063,157. This is equal to $10.34 per acre. All this land was sold by public auction after being properly advertised.

Elgin.—With the prospects of a good crop there has been a lot of building carried on in the district this summer. The total amounts to at least $25,000, and will easily double the amount completed last year.

Edmonton.—While building permits in all parts of Canada have been falling off during the present year, Edmonton is still going ahead, and the total for the seven months ending with July has never been exceeded in the history of the city. At the close of July the building permits totalled $2,094,810, compared with $1,940,700 at the close of July, 1907.

Vancouver.—A strong undercurrent of activity has recently set in, and considerable business is being done. Activity is not confined to any particular class of property—the movement being as much of outside as inside. West-end residential has been particularly noticeable in the sales lists. Prices are as high as ever if not stiffer than during the last activity. There is a considerable number of houses to rent now in the city, but these are being rapidly taken up and the scarcity in the fall will probably be as noticeable as it was last year, after the usual autumn influx arrives.

The total of building operations for the seven months ending July 31 was $3,989,170, which represents an advance of $800,000 over the total of $3,198,460 noted for the corresponding period last year. The total for July was $635,120, as compared with $1,030,445 recorded for the month last year. In all fairness it should be stated that last year's July total includes a permit for $260,000 taken out for a skyscraper on the Leland Hotel site which has not yet been carried out.

Twenty distinct steamship lines are now calling at this point.

Mr. E. Cook, contractor, will shortly start operations on a large business block for himself on the west side of Granville Street between Davie and Drake Streets. The building will be six stories in height, with a frontage of 50 feet. The type of construction will be brick and steel, the total estimated cost running up to $60,000. The ground floor will be fitted up for stores and the upper stories for apartments.

Victoria.—Since the first of the year permits for buildings aggregating in value $626,850 have been issued. July proved to be a decidedly more active month in the building line than the two previous months, the total being $106,080, compared with $74,010 in June, and $79,195 in May. The figures since the beginning of the year are as follows: January, $54,725; February, $63,315; March, $110,800; April, $128,600; May, $79,195; June, $74,010; July, $106,080.

Nelson.—In striking the rate of taxation for the year the City Council of Nelson has again adhered to the policy which has been its marked feature ever since the first year of the incorporation, refusing to tax improvements on land, throwing the burden of taxes wholly upon the land itself, and thereby rendering it unprofitable to hold land in the vicinity of the business blocks unimproved for any length of time. The total assessed valuation of real estate and improvements amounts to $2,700,000. The tax on land is 43 mills, the tax on improvements is one mill. In other words, the revenue raised is a tax of 2 1-5 per cent. on the total valuation, which is a very moderate taxation, and of which the absentee landlord has to pay a considerable percentage.

CANADIAN LOANS IN LONDON.

Mr. F. W. Taylor, London manager of the Bank of Montreal, in conversation recently with a pressman in Montreal, said:—

"There is a feeling, and a very natural one, too, that Canada has not only been a considerable borrower during the past two or three years, but that she will continue to be a heavy borrower. My answer, therefore, to these remarks has been that we are free from criticism so long as we avoid offering for sale in London securities which are not in the undesirable class. I also add that London should be grateful to Canada for the opportunity afforded of investing in high-class securities on attractive terms. Of the many public issues made by the Bank of Montreal in London, I have been able to tell them that there is not a single instance on record during the long years our bank has been established in the heart of the Empire, where the interest has not been paid as it has fallen due, and the principal at maturity."

"Canada is now looming up in England," continued Mr. Taylor, "in a way that would have been considered quite impossible, say five or ten years ago, and you can easily understand that it is of the utmost importance that the confidence now possessed by the people of England in the commercial and financial stability of the Dominion shall not be impaired. We, in London, frequently read interviews given to Canadian papers by persons from the other side, in which the statement is made that London has an insatiable appetite for Canadian securities. Now I know whereof I speak, and I do not hesitate to say that such a statement is absolutely unfounded. On the contrary, it is most difficult to borrow money in England, or dispose of Canadian securities outside of Dominion and provincial Government and good municipal and railway bonds, and even with regard to the latter there is at times great difficulty. I may say, however, that I believe that the British investing public will in time become educated to a better appreciation of the intrinsic merits of water power companies and general industrials, but at the present time they are not easily attractive, and that is the reason the Bank of Montreal when acting as a medium for the sale of such securities evinces the utmost care. There are many high-class Canadian industrials which, if publicly offered, would not be looked at by the British public; consequently the accumulation of such securities on the hands of the underwriters, for which there would be no real market, would be in the end prejudicial to the interests of Canada as a whole. The public, I may say, have absorbed the securities of the Mexican Light, Heat, and Power Company to a considerable extent, which fact indicates that they are commencing to appreciate the excellence of this particular class."

ANSWERS TO CORRESPONDENTS.

Replies to Queries from Correspondents are not made by letter except in very exceptional cases. Copies should be kept of all letters of inquiry, and each question should be numbered. Letters, which should be addressed "Financial Editor," should be accompanied by the Special Coupon to be found in another part of this issue.

J. P. (Hindley, Wigan).—Your best plan is to communicate with the solicitor whom your son consulted when he made the will, or failing that with the witnesses of the will that you hold.

M. O. S. (Neath).—We should say that it is certainly worth your while to try to obtain work in Canada, where steady, experienced workers in your trade are always in demand. You might write to any of the following firms:—R. Campbell's Sons, Hamilton, Ontario; The Hamilton and Toronto Sewer Pipe Co., Ltd., Hamilton, Ontario; The Montreal Fire Brick and Terra Cotta Works, Montreal; The Standard Drain Pipe Co., Ltd., St. John's, Quebec. In addition, with the growth of the west new firms of this class are continually opening kilns and factories, and there is everything in favour of your doing exceedingly well among the opportunities you are sure to find.

THE THEATRES.

THE SAVOY.

The revival of "The Mikado" still continues popular and this famous theatre is crowded at each performance. The company which is excellent, includes Mr. Rutland Barrington, who plays his original part of Pooh-Bah with much humour.

THE LYRIC.

The Moody-Manners Opera Company is presenting at this house a repertoire of Grand Opera in English, introducing a number of works seldom heard in England. Their performances are well worth seeing, and will be appreciated by all lovers of music.

The *Skeena*, the new sternwheel steamboat recently built in Vancouver for Messrs. Foley, Welch and Stewart, the Grand Pacific Railway contractors, has sailed for Port Essington.

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Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents.

COBALT.

During the week ending August 15, the shipments were:—

	lbs.
Nipissing	174,360
La Rose	339,170
McKinley Darragh	125,780
Silver Queen	164,680
Drummond	185,480
Temiskaming and H. B.	194,500
O'Brien	128,250
Cobalt Central	46,170
Coniagas	63,780
Total (711 tons)	1,422,170

The following is a preliminary statement of the production and earnings for the months of June and July, 1908, of the La Rose Mines, Limited:—

June Production.

	Tons.	Contents. ozs.	Net Value.
Shipments	178.7485	115088.	$55,600.55
On hand June 30	41.991	77711.	38,267.00
Production	220.7395	193799	$93,867.55
Estimated expense			11,000.00
Net profit for June			$82,867.55

July Production.

	Tons.	Contents. ozs.	Net Value.
Shipments	507.110	305459.	$140,793.00
On hand July 31	57.940	79739.	38,803.00
Production	565.050	385198.	$179,596.00
Less on hand June 30	41.991	77711.	38,267.00
July Production	523.059	307487.	$141,329.00
Estimated expense			14,000.00
Net profit for July			$127,329.00
Total for June and July	743.7985	501286.	$210,196.00

The profits are at the rate of $1,261,176, or 16 4-5 per cent. on the authorised capital of $7,500,000, or 22 7-10 per cent. on the actually paidup capital of $5,500,000.

The shareholders of the University Mine have been notified that the shares of the University can be exchanged for shares in the La Rose Consolidated at the rate of one share (par value, $5) of Consolidated for two shares (par value, $20) of the stock of University.

A good strike has been made in the Nipissing Mine in the west drift at a depth of 105 feet in the Myers vein at the north end of the town. The vein shows calcite and native silver practically solid. The silver is four inches in width. Good values have also been struck in the Fourth of July vein at the bottom of the shaft at a depth of 75 feet.

The La Rose people have made finds on the Princess property, which adjoins McKinley, Silver Queen, and Hudson Bay. Several veins were struck in the north-east drift at a depth of 60 feet. One vein is three inches in width, and shows calcite, cobalt, niccolite, and native silver. It will run 5,000 ounces silver to the ton. A strike is reported in the Savage Mine which is said to show four inches of solid native silver on the surface.

The Temiskaming and Hudson Bay Mining Company, of Cobalt, better known as the "Hudson Bay," have declared a dividend of $12 per share, making a total payment of $121 on each $1 share.

An interim dividend at the rate of 5 per cent. has been declared on the capital stock of Trethewey Silver-Cobalt Mine.

The shipments from Cobalt camp for the month of July were the heaviest that have ever been sent out during any one month in the history of the camp, being nearly equal to the total shipments for the first three months of 1907, and nearly 50 per cent. heavier than June, 1907, the best midsummer month of 1907, and considerably heavier than November, 1907, the month in that year when the heaviest shipments were sent out. Comparing the July shipments of 5,168,200 lb., or 2,584.10 tons, with those of June, 1908, when 3,160,520 lb., or 1,580.25 tons, were sent out, it will be seen that the July shipments show an increase over June of practically 60 per cent. It might also be mentioned that a very large portion of this ore is high-grade By comparing the total of shipments for the first seven months of 1908 with those of a similar period of 1907 the output to August 1 for 1908 is approximately 11,728.61 tons, as compared with 7,796.40 tons last year to same date, showing the output for the present year to date a clear 50 per cent. in excess of 1907. This is particularly significant in view of the fact that Buffalo, Coniagas, and Cobalt Central, three of the heaviest shippers, have installed concentrating plants that have been in operation all the year.

ROSSLAND.

During the week ending August 15 the shipments were:—

	Tons.
Centre Star	3,769
Le Roi	1,237
Le Roi No. 2	512
Even Star	30
Total	5,548

BOUNDARY.

Shipments for the week ending August 15 were:—

	Tons.
Granby	16,039
Mother Lode	10,191
Oro Denoro	3,450
Rawhide	1,290
Brooklyn	650
Sunset	363
Mt. Rose	140
Total,	32,123

By nearly a thousand tons the output for the week ending August 1 beat the record made by the previous week's output, itself a record for the year. It is not to be supposed that the latest record will stand for more than a week or so, as the Granby is now in a position to take more ore at its furnaces and, in fact, will be in a better position in this regard during August than in the remaining months of the year when a general enlargements of the battery of furnaces is taking place, not by adding to the number, but by bringing them severally up to a larger capacity. This will take three to four months to accomplish, but will not be begun for a month to come, as certain machinery requisite, which has been duly ordered, will not arrive for a few weeks.

The Snowshoe has begun operations, and shipments will begin shortly to come into the Consolidated company's smelter at Trail. As the Snowshoe has a capacity, when working up to its present development, of over 2,000 tons weekly, this mine will prove a large reinforcement to the Boundary output.

SLOCAN-KOOTENAY.

Ore shipments for the week ending August 15 were:—

	Tons.
St. Eugene	347
Whitewater Deep	29
Whitewater, milled	280
Granite	25
Granite, milled	250
Queen, milled	185
North Star	68
Richmond	48
Standard	43
Rambler Cariboo	19
Bluebell	190
Hewitt	19
Queen Victoria	35
Slocan Star	21
Montezuma	20
Total,	1,579

There are now more properties working in this district than before, and the shipments are steadily growing. This will be found to be even more the case when a market can be obtained for the zinc ore of the district, shipment of which has already started.

The Blue Bell mine is doing well, and the results of the patient work done for many months past will shortly be apparent.

In the Sheep creek district the Queen mine is well equipped and machinery is being assembled upon the Nugget mine.

The Hewitt mine is now shipping concentrates.

INCREASE IN THE ORE OUTPUT.

Activity at the Smelters.

Despite the fact that the Boundary Falls and the Greenwood smelters were practically shut down for six months of the current year and that the former is behind some 80,000 tons and the latter about 110,000 tons of the tonnage which they had received up to the middle of August, 1907, and the low prices of metals, especially lead, which has cut down the shipments over the same periods, January to August, 1907, and January to August, 1908, about 20,000 tons from the mines of the districts other than those of the Rossland and the Boundary, the total output for the year (1,042,525 tons) is 50,000 tons in excess of that which it was in the middle of August, 1907.

The mills of the district are putting out about the same quantity of concentrates as was the case in 1907; the lead shipments alone are curtailed, as are also the output of dry ores. The Rossland camp is in about the same condition as it was a year ago, and the increase has therefore come from the Granby mines and also in lesser degrees from other properties, notably the St. Eugene, which is shipping nearly 30 per cent. more than was the case a year ago.

Since 1907 there has been a very large increase of equipment in all of the Boundary smelters. The B. C. Copper has almost doubled its capacity, and the Granby is still largely increasing its ability to treat the low grade ores of the Boundary. The Dominion Copper Co. is not in quite as good a position, but it has started a series of improvements which will be finished at a later date, and which are designed to bring this smelter on a par with the other reduction works of the Boundary country. When the improvements at the Granby are finished that smelter will have a capacity of over 25,000 tons weekly.

In a similar manner Trail is improving its plant, and a big copper furnace is to be added to those already in operation, so as to permit it to take the ore of the Snowshoe. So far this year the Snowshoe has not contributed a ton to the output, although at this period in 1907 its tonnage was nearly 50,000.

A marked development is that of the quartz properties, free milling gold. This branch of the mining industry has taken upon itself a new lease of life, largely due to the discoveries and strikes upon the mines in the districts between Nelson and the international boundary line.

In addition, in such mines as the Bluebell, Vancouver, Hewitt, Standard, Richmond, Eureka, and some others, there has been inaugurated the same system which has proved so profitable in the low grade Boundary country, but is practically applied for the first time in the lead-silver districts. This is the system of developing a mine on such a scale that a profit is yielded even where the value of the ore is comparatively low, and so that development is ever in advance of shipments, in order that there shall come no time when the property is unable by its shipments to pay for the ahead development work which is necessary to make the history of operations continuous.

SMELTER RECEIPTS.

During the week ending August 15 the following were the amounts of ore received at the smelters:—

	Tons.
Granby	16,039
B. C. Copper Co.	13,641
Dominion Copper Co.	2,443
Consolidated Co., Trail	5,779
Le Roi (Northport)	1,383

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CANADA

No. 140. SATURDAY, SEPT. 12, 1908. Vol. XI. 6D. WEEKLY.

AN AUTUMN SNAPSHOT.

[R. B. Sallows. AMONG THE WILD FERNS IN ONTARIO.

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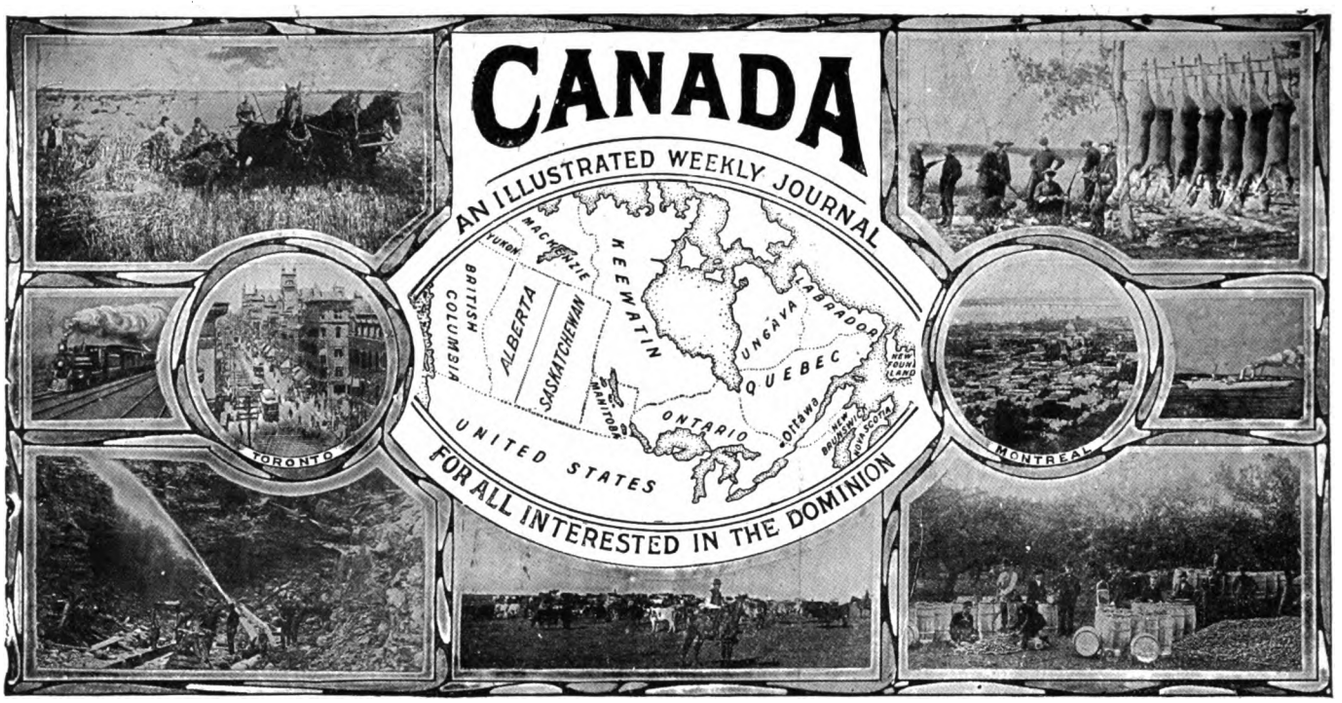

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TORONTO.

I AM inclined to think that Toronto is a "city of the soul," just as surely as Edinburgh was, and Paris is in very different senses of the term. The outward aspect of the social, commercial, and political capital of Upper Canada is certainly alluring. Of course, Toronto is laid out in parallelograms, the principal streets running parallel to the lake front or passing up the long, easy slope towards what Tom Moore called "the blue hills of old Toronto." Yonge Street is the most important of these latter arteries of traffic actually retaining its name for thirty or forty miles into the country. Thus a farm a whole county away may be described as "the old home on Yonge," to the confusion of visitors ignorant of indigenous jests. There seems to be no real poverty in this city, though it is possible some may be concealed behind the front doors of shame-faced houses in the "rough" portions. But, unlike the greater American cities, Toronto has no semi-pauperised class consisting of Irish, aliens from the East end of Europe, and negroes. Probably its population is better off, taking an average, than that of any other city in the world. When she becomes a millionaire in souls, there may be a different tale to tell. Meanwhile, even at the present moment when the industrial depression is still a very real thing in Eastern Canada, she enjoys a well-deserved prosperity. Midway between the Canadian sea-ports and the illimitable farmlands beyond the Great Lakes, the city is a great distributing point, and must grow in wealth and population *pari passu* with the growth of the Dominion. Moreover, the beauty of the city's site, the educational facilities provided there, the mild climate resulting from the nearness of the inland seas, have made Toronto a favourite residential city. When they die, we have been told, good Americans go to Paris. But good Canadians go to Toronto, and live there on the wealth accumulated elsewhere. The yearly increment of population is about equal to that which adds to the economic consequence of Montreal.

But this was not intended to be a "Facty" digression. It is with the soul of the Queen City, the perfume of a community's personality which artists call "atmosphere," that I am chiefly concerned. There can be no doubt that Toronto has a personality, a sunlit personality touched to the finer uses by an emotion of metropolitan *camaraderie*. Metropolitan *camaraderie*? Well, that is not to be felt in all the world's capitals by any means. It is felt in Paris, where to be polite to one's neighbour, even if he be only a poor toiler in a blouse, is the first social commandment. Only perhaps on gala occasions, holidays of the whole people, is it felt in London. And it is non-existent in clamorous, clangorous, hurrying, skurrying New York, or in Berlin, where the ill-dressed, ill-mannered citizens glare at the stranger as a German professor of biology stares at a microbe. It used to exist in Boston, and perhaps still exists. There is a disposition, I find, among American visitors to compare Toronto with Boston, and since both are centres of culture, the comparison is not without truth. But it ignores a difference of outlook, which works out in a thousand little distinctions. Boston conceives that her duty to her visitors is to make them better men and women. You cannot kill the Puritanism of New England, because, like the sensitive plant, it has an indigestible seed. But the aspiration of Toronto is the desire, loftier in reality and much more effective, to take her visitors and make them happier. You ought to feel, as I do, that this dear Queen City of the fearless seas wishes to be your comrade in a manner of speaking. But in all her dealings with the visitor, she insists that the visible proprieties be visibly observed. She is comrade and child and queen, and you must not allow yourself to think that her genial good-fellowship and open delight in little pleasures exonerates you from deferring to the behests of her sovereignty. Be uncouth and ill-mannered, and she will cut you dead as a door-nail. Show the courtesy that comes of a desire at heart to understand and appreciate, and you will go out of her azure gates a gladder and a wiser man.

In a thousand ways the effortless *camaraderie* of Toronto appeals to the transient observer who is at the pains to ascertain the thoughts of all sorts and conditions of men. It is easier to do so in Toronto than in Old World cities, because the class system is a comparatively low, comfortably-slanted companion ladder in the former place. The man on the bottom step may be at the top to-morrow, and he is not afraid to think he is as good as the next man, but does not commit the mistake of thinking—as generally happens in American cities, especially those of the second magnitude—that he is "a durn' sight better." I have been struck by the general unwillingness in Toronto of the lucky person to judge the luckless one too harshly. Here, in the *argot* of the streets, is Toronto's commandment against self-righteous judgments:—

> Remember, when deliverin' the goods,
> There's lots of has-beens in the deep dark woods
> What had it in them, though they're up the spout—
> Let them down easy, fur they had the hunch.
> Though there is lots of pikers in the bunch,
> 'Taint only phoneys that is down and out.

Again, the spirit of *camaraderie* is visibly presented in the aspect of Toronto's shady streets with the pretty houses, no two alike, standing in trim, unfenced lawns. When there is a fence, it is not there to keep people out, but is low enough to step over, and

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evidently designed as a species of ornament. The high walls of suburban gardens in England are not seen in Toronto. Surely this is a symbolic fact. It shows a comrade's lack of reserve, a desire not to withhold the sight of beautiful things from the eyes of less fortunate persons, a confidence that the passer-by is not so barbarous as to deface the trim grass-plots or pilfer from flower-beds. It is a proof that the community is not only urban, but also urbane. Again, a quiet, kindly interest is shown in the visitor's welfare. The conductors on the street railway are polite and affable—gaily withstanding the temptations to swelled-headiness which comes with the wearing of a uniform—and are careful to see that the stranger gets the right transfer and makes the proper change. At one of the great lacrosse matches (being played in Toronto, the game was much less ferocious than I had found it elsewhere), I happened to deplore my lack of matches to my companion, and a gentleman some way off promptly gave me a handful. This could not have happened in London, or New York, or Berlin, or even Boston. When it was time for the crowd to leave Hanlan's Point, through narrow exits, there was no rushing or crushing, or rough horse-play. Nowhere else in the world is a crowd so moved by common-sense and courtesy. The truth is, the hooliganism of London, or the "larrykinism" of Australia, is impossible in Toronto, where there is no such thing as a mob.

These are but fugitive impressions, no doubt. But love at first sight is based on such impressions. What has been said will suffice to explain why I have fallen in love with Toronto and shall be faithful to her memory for some days after my departure. "Toronto the Good" say the inhabitants of other cities. Well—I'm very sure Toronto has one or two nice redeeming vices.

E. B. O.

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NOTES OF THE WEEK.

The Franco-Canadian Treaty. It has been said that the refusal of the French Senate to ratify at its recent session the Franco-Canadian treaty of commerce was due to opposition on the part of the French agriculturists to some of the tariff concessions which the agreement contained, and also to a feeling that the "minimum" duty rates on French silks, laces, and embroideries entering Canada would be of small value to the French trade if similar rates were to be extended to the Swiss exporters. But other influences have been at work also to prevent any ratification of the new convention, and if the Senate passes the treaty when it reassembles in the month of October it will be despite the influence of the United States authorities, and despite also the influence of the Compagnie Générale Transatlantique. The latter is the principal steamship line between France and the United States, and as things stand receives a considerable proportion of the traffic passing between the French Republic and Canada, which would be all cut off if the new treaty goes into force with its provision for direct shipments between the two countries. It has been an open secret all along that the Canadian Ministers in their negotiations with the French Ministers stole something of a march on their American rivals, and obtained concessions, indeed, in the new convention which France could not as well afford to give to the United States. The United States have themselves been after a new treaty with France, and will need one badly if some of their exporters are to hold their own in the French markets against Canadian competition if the Franco-Canadian treaty becomes law. One reason why the French Senate will hesitate before rejecting the proposals which have been made in the Franco-Canadian convention for the extension of trade between the two countries is the fact that such action would be followed by the loss of the substantial advantages which French wines, etc., enjoy in the Canadian market already under the Franco-Canadian treaty of 1893. Canada would almost certainly give notice of the termination of this treaty of 1893, and the next move would probably be a treaty of reciprocity between Canada and Germany, admitting German goods to a position in Canada which French goods did not share. In the event of the French Senate not being prepared to ratify the Franco-Canadian convention in its present form, it is quite likely that a request will be made from Paris for the negotiation of a new agreement.

* * *

Canada and the West Indies. We understand that an announcement may be looked for at no distant date with regard to negotiations for closer trade relations between the Dominion and the West Indies. It is to be hoped that some satisfactory arrangement will be arrived at, since such an agreement should be of advantage to both contracting parties. The products of the islands are in the main such as Canada needs and cannot produce for herself—sugar, and tropical fruit, such as bananas and pineapples, and citrous fruits. On the other hand, the Islands require dairy products, flour, and manufactured goods, which Canada can supply quite as well as the United States, which has at present the bulk of the trade. Of course, there are difficulties in the way. The Islands are not federated, and there are, therefore several Governments to be considered. But, if reports are to be trusted, there is a general desire on the part of West Indians for closer relations with Canada—indeed, some of the inhabitants would like to see a political union with Canada. Separate arrangements with each Island Government would lead to confusion. An agreement among themselves is therefore the first step towards an arrangement with the Dominion.

* * *

Yankee Overtures. Mr. J. J. Hill, the President of the American Great Northern Railway, is strongly of the opinion that the time is favourable for a practical movement in the United States towards unrestricted trade relations with Canada. "Canada," he said, in the course of an interview with a Press representative, "no longer comes to us as a suppliant, and she never will." Quite right, Mr. Hill, she never will. There was once a time when Canada might have looked favourably on a proposal for better trade relations with the United States. But Canada would now have nothing to gain by such an agreement. She is perfectly able to look after herself. Indeed, the fact that such a suggestion comes, not from the Dominion, but from the United States, is in itself convincing evidence of the change that time has wrought. It may safely be said that nowhere in Canada would Mr. Hill's suggestion that the custom houses on the northern frontier of the United States be wiped out and free trade established between the two countries be received with favour. But the suggestion of Mr. Hill ought not to be without its lesson to the Old Country. We have constantly insisted, even at the risk of being wearisome, that Uncle Sam has his eye on Canadian trade, and he is too 'cute not to strive to take every advantage of John Bull's slackness.

* * *

A Socialist's Views on Emigration. Hitherto we have regarded Mr. A. Victor Grayson, the Socialist Member of Parliament for Colne Valley, as a person with eccentric views which had no possible interest for us or our readers. We remembered the honourable gentleman as the man who won an unenviable notoriety at Belfast in connection with the use of glass bottles by the rioters when resisting the police. At least, this is the impression we have of the events of last year when there was rioting in Belfast. Now we are for the first time interested in the heroic Mr. Grayson. He has just completed a tour in Canada—it seems that Labour Members like travel—and from his written impressions we do not think his tour has been of benefit either to himself or to the Dominion. True, he hardly makes a statement without trying to safeguard himself against contradiction, by following it with a "but" or an "if," so to speak. But in this way he succeeds in giving a picture of Canada which is quite out of perspective. What is bad is very bad, and what is good is almost passed over. An example of Mr. Grayson's methods is worth quoting. "An unspeakable crime," he writes, "rests at this moment on the heads of those who have abused their influence and power to lure needy men and women to a life of unemployment and destitution (in Canada). It would be equally wrong by hasty counsels to retard in the slightest measure the development of a great country or the emancipation of a single aspiring worker." Observe how, having first made a very damaging indictment, he proceeds to hedge. Again he says:—"Canada is fast laying the basis of a system which essentially involves cheap and casual labour, unemployment and crime, urban congestion and degradation, and seasonal slumps." And goes on to tell of men asking in the "cultured accents of Oxford and Cambridge" if they might carry your bag. Where does Mr. Grayson get his experience of Canada? With whom has he talked that he comes away with such views? One would suppose that it was really to Canada's advantage to invite folk to her shores without the power to give them work. Canada is not anxious to swell her list of unremunerative citizens. She does ask for capable men to assist in the development of her resources, and she has repeatedly had hard things said of her lately because she has refused to receive the emigrant who is unfit.

* * *

Canada's Military Strength. The considerable display of Canadian troops upon the Plains of Abraham during the recent Tercentenary celebration came as a surprise to many visitors from the United Kingdom, as well as from the United States and Europe. Though the Dominion has not yet seen the necessity of organising a naval defence, there has been progressive expansion in providing the means of military defence, especially since the withdrawal of the British forces which garrisoned Halifax and Esquimalt. Since 1903 the expenditure by the Department of Militia has more than doubled. The enlisted strength of all ranks numbers more than 50,000, and an organisation exists by which its numbers could be doubled and supplied with equipment at very short notice. The merits of the Ross rifle, with which the entire force will soon be armed, was brought into prominent notice at the recent Bisley meeting and the weapon is manufactured in Quebec. Since the South African war, heavy guns for the fortresses and modern field artillery have replaced obsolete weapons. Canadians take a pride in their military forces, and we do not grudge the money necessary to en-

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sure efficiency. The movement inaugurated by Sir F. Borden, the Dominion Minister of Militia and Defence, to provide organised military training for boys in all the provincial schools is developing.

* * *

Canadian Hospitality and British Reticence. The hurried and somewhat unexpected return of Lord Roberts after the Tercentenary festivities is amusingly explained in the "Front Page" of the *Toronto Saturday Night*, where the excellent notes by "Mack" have given a cachet enjoyed by few publications. Lord Roberts, we are told, found himself the victim of the hot weather and the overpowering hospitality of the Canadian people. "As yet," says "Mack," "there is much that is raw and uncouth in our hospitality. We ask a distinguished visitor to come, not that he may see the city, but that the city may see him: not that his pleasure may be served, but that our curiosity may be glutted. Lord Roberts was wanted as a public sight. Civic holiday was to be made notable by three events: (1) By the performance of a high diver, who, as a matter of fact, broke his back in the effort to gratify the popular lust for sight-seeing; (2) by a flying-machine soaring over the roofs of the city; and (3) by an exhibition to all the people through the streets of the renowned soldier, Earl Roberts." "Mack" is rather severe, but there is a good deal of truth in what he says. We Canadians mean well, but we quite forget sometimes that in our overpowering hospitality the comfort of our guest is forgotten. Lord Roberts, though vigorous and active for his age, is no longer young, and could hardly be expected to face the ordeal of being used as a public exhibition. But it was all meant well, and we hope the veteran Field-Marshal himself will, when he thinks of his visit to Canada, remember that we do not often have so interesting a guest to entertain.

* * *

Too Much of the Bludgeon. Mr. Hamar Greenwood, whom we, in common with all Canadians, are proud to see a member of the British House of Commons, appears to be carrying his jokes a little further than many of the people in the good old city of York quite appreciate. It appears that during his holiday in Canada he has been telling his audiences that England is dominated by beer and bigotry. "England," he says, "is the richest country in the world, and her fiscal policy is all right, but the beer lords and the State Church parsons are working hand-in-glove against the present Government, which is fighting, and which will fight, for the well-being of the nation as a whole above the miserable interests of an unscrupulous trade and a privileged Church. In short, the battle being waged by Mr. Asquith and millions of strong men is a battle against the monopolising and degenerating power of the drink traffic, and against the idea of a State Church that attempts socially to ostracise here and damn hereafter those who disagree with it, and against the still strong vestiges of feudalism in the matter of large estates to the few and no land for the millions." The Britisher does not mind this from the home-grown Radical, but more broad-gauge views are expected in the Old Country from Canadians.

THE KING AND THE CANADIAN HIGHLANDERS.

On Monday the King received the small body of Canadian Highlanders now in England. They belong to the 48th Regimen of Canadian Militia, and are the guests of the 1st Battalion Gordon Highlanders at Aldershot. It will be remembered an invitation was given by Colonel Gordon, in command of the Gordon Highlanders, to the 48th Highlanders (Canadian Militia), Toronto, who wear the clan tartan, and with whom they have before been associated, to come over and live and march with the battalion during the summer training. The Canadians cheerfully accepted, and a deputation comprising three officers and eight non-commissioned officers and men are living in quarters with their fellow-clansmen and brother Scots.

It was represented to his Majesty that these representatives of his Colonial forces would highly esteem the honour of being received by him, and his presence in London on Monday afforded the sole opportunity. Although pressed for time, the King graciously consented to receive them at the Palace at noon. They came up specially from Aldershot, where they are serving with the Gordon Highlanders, and drove from Waterloo to the Palace. They looked very smart in their Highland dress, and their arrival was witnessed by a large crowd. Lieut.-General Sir H. Smith-Dorrien, commanding at Aldershot, travelled to town, accompanied by an A.D.C., to present the Colonial visitors to the King. The party comprised Colonel Gordon (in command of the Gordon Highlanders), Lieutenant-Colonel D. M. Robertson (commanding the 48th Regiment of Canadian Militia), a captain, a subaltern, two sergeants, and three privates. Brigadier-General Larry Buchan, C.M.G., of the Canadian forces, who has served in South Africa and is just now attached to the Headquarters Staff at Aldershot, accompanied the Highlanders.

The visitors were received in the King's private room. His Majesty wore Field-Marshal's uniform, and was attended by the Lord-in-Waiting, the Equerries-in-Waiting, and the Deputy Master of the Household. Lieutenant-General Smith-Dorrien presented the Canadians, who were most heartily received by his Majesty. The King made no set speech, but, on shaking hands with the officers, he briefly said it gave him extreme pleasure to receive these representatives of the Dominion forces, and added that he hoped the visitors were finding their short stay in England both pleasant and instructive. He heartily wished them a safe journey home.

The King afterwards conferred the C.V.O. on Brigadier-General Buchan, and the 4th Class M.V.O. on Lieutenant-Colonel Robertson, and gave the medal of the Victorian Order to Colour-Sergeant W. H. Grant. The party were entertained to light refreshments before leaving the Palace.

NOVA SCOTIA'S ANNIVERSARY CELEBRATIONS.

Tablet Unveiled at Halifax.

The one hundred and fiftieth anniversary of representative government in Nova Scotia was commemorated by the placing of a tablet in the lobby of the Provincial Building at Halifax. The unveiling of the memorial took place in Provincial Square, where the tablet was placed on an easel in full view of the audience. The ground round the platform was kept by a guard of 200 sailors from the German cruiser *Freya*, which was visiting the port, and by a hundred men of the Royal Canadian Regiment. A guard of honour was also supplied by the 63rd Regiment.

The Hon. A. Drysdale, a judge of the Supreme Court of Nova Scotia, presided, and in his opening speech said: "Our common purpose is worthily to celebrate this important landmark in our provincial history—to give expression to our feelings of gratitude that we have almost from the beginning lived under and enjoyed the blessings of free institutions promised by the King of Great Britain to our forefathers who settled this country, and in doing so to place on record the respect and admiration we feel for our first representatives and their successors for upholding and preserving in all their integrity the rights and privileges of freeborn people. Let me conclude with a few brief observations on the House of Assembly of Nova Scotia. It has been the arena in which distinguished and eloquent orators and statesmen fought on the questions of the day with brilliancy and power; those to whom we are indebted for the many blessings we enjoy, and for preserving the rich heritage which is ours. On the floors of that house have spoken such men as Uniacke, Archibald, Stewart, Howe, Johnstone, Huntington, Young, and Tupper. Each in their time and according to their light gave to the province their wise counsel and patriotic love. Fearless and unflinching they fought the great fight, which ended in sweeping out of existence the old council of which we have heard so much, and establishing responsible government under which we live and thrive to-day."

The Hon. D. C. Fraser, the Lieutenant-Governor of the province, in his address, which prefaced the unveiling of the tablet, said:—

"I have witnessed with wonder and delight the tercentenary memorials on the Plains of Abraham. Historically the events commemorated were worthy of our national evolution. But I think to-day's memorials are more worthy of our recognition and celebration. As a memorial of the past, an incentive to the present, and a guarantee for our future, we meet to-day to unveil a tablet to the first men who sat in the rude building then constituting our House of Parliament. We honour them in remembering them—we all honour ourselves by being their followers. I feel that no higher distinction could be mine than now uncovering what will always hereafter in the chamber be associated with the illustrious dead and a continued incentive to energetic living and patriotic action to us and all who come after us."

The tablet, which was then unveiled, is of brass, and measures 2ft. by 3ft. Surmounted by the provincial coat of arms, and the figures 1758-1908, is the following inscription:—

"This tablet is to commemorate the convening of the First Legislative Assembly of Nova Scotia, which met for the despatch of business at the Court House at Halifax on October 2, 1758, in the time of his Excellency Charles Laurence, Esquire, Captain-General and Governor-in-Chief in and over the province of Nova Scotia; Robert Sanderson, Speaker of the House of Assembly; and David Lloyd, Clerk of the Assembly.

"MEMBERS OF THE ASSEMBLY.'

"Joseph Gerrish, Robert Sanderson, Henry Newton, William Foye, William Nesbett, Joseph Rundle, Jonathan Binney, George Suckling, Robert Campbell, Joseph Fairbanks, John Fillis, Philip Knant, Alexander Kedie, Henry Ferguson, John Burbidge, William Pantie, Philip Hammond, Lambert Folkers, William Best, and Malachy Salter.

"This tablet was erected by the Government of Nova Scotia in 1908.

"His Hon. D. C. FRASER, Lieut.-Governor of Nova Scotia.'

"Hon. G. H. MURRAY, Provincial Secretary."

The Hon. J. D. Hazen, Premier of New Brunswick, who also spoke, said: "During the time that has intervened since 1758 Nova Scotia has grown in wealth and importance. Her ships are known on every sea. She is rich in fisheries, mines, and forests, and her enterprising citizens have founded banking, commercial, and educational institutions that are of recognised value and importance to the country at large. No country of the same age has given so many distinguished men to the literary, scientific, commercial, and political life of the world."

Other speakers were the Hon. J. N. Armstrong, who was the first to bring the matter before the Legislature; the Hon. W. A. Weir, Quebec; and the Hon. W. S. Fielding, Minister of Finance.

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CANADA REVISITED: THE DOMINION AS IT IS TO-DAY AND ITS FUTURE GREATNESS.

A Series of Articles by our Special Commissioner, E. B. Osborn.

No. I.—Transportation Problems.

THE future of Canada depends on the solution of a vast and complex transportation problem; the "Great Dominion" can only become truly great by solving it in the grand style. The problem is to get men into what is still a fertile wilderness extending over the whole breadth and half the height of a continent, and to get out the products of man's labour—for example, the wheat that is "the lives of men" as truly as the fish in the old Scots song—to the great markets across the Atlantic and into the United States, where, as Mr. J. J. Hill lately told us in a remarkable address, the home demand for agricultural produce is rapidly catching up with the supply. Nature has set this problem, and, as generally happens in such cases, she has shown her willingness to help those who are anxious to help themselves.

The St. Lawrence waterway, the front door of North America, with its prolongations into the far interior through the Great Lakes, provides the basis of a full and complete solution. And it must be admitted that, in the further as well as in the nearer past, the true makers of Canada—the builders of canals and railways — have clearly understood the essential nature of the task to be accomplished by the Canadian nation and have each contributed something permanent to its fulfilment. Whenever an important transportation issue has been submitted to their verdict the people of Canada have always supported the men who knew and were ready to do. The cutting of the various Canadian canals, short cuts from one great inland sea to another, has always been approved of by the average Canadian — a person accustomed to taking large views of industrial undertakings. The building of the Grand Trunk Railway, which was and is and must always be the vital traffic organism of the Eastern Provinces, was not seriously opposed. Then the construction of the Canadian Pacific Railway, a transcontinental line really built to meet a political emergency, was soon regarded by all thoughtful Canadians as a necessary link between the Eastern Provinces and Canada's new demesnes between the great lakes and the Pacific. For many years after the completion of that work, a majority of Canadians thought that enough had been done for two or three generations in the way of Canadian railway extension. They really believed—in 1895 when I first knew Western Canada—that the unthinkably vast territories of the Far West and the High North could be held on the ball and chain of a single line of steel with the setting sun at the end of it. For two centuries Rupert's Land, the greater Canada that was to be, was dominated by the letters H. B. C. When in the eighties, confederation was an accomplished fact and the last spike of Canada's first iron trail across the continent had been driven, it seemed to many that a century of C. P. R. domination had begun. Few foresaw that in twenty short years a third set of three letters would become equally prominent. Yet, to the confusion of not a few who think more of Canada's past than her future, the G. T. P. era has already begun. And it may be that other combinations of letters may loom up as sky signs in the firmament of Canada's prosperity and progress as time goes on, and a third, a fourth, or even a fifth transcontinental system comes into being in this western wing of the Empire.

The building of the Canadian Pacific was a vital political necessity. It came not a moment too soon. Those who built it not only succeeded but also deserved their success. But it was not in the nature of things that Western Canada and all its vast probabilities could be adequately developed by one single transcontinental track, however well planned its network of subsidiary lines or freight-collecting tentacles. After all, the Canadian West, as has already been pointed out, is big enough and rich enough in natural resources to support three or four or even five great railways. Furthermore, those who think in terms of continents rather than in terms of cabbage-plots, very well know that the entrance of a second trunk line into a huge sparsely settled land served by one only, must indirectly, yet obviously enough, benefit the original line. The second comer brings in population opening up new land for settlement, and in the course of time that population is dispersed over the country, so that the cities and towns along the first line become more populous, wealthier, and more prolific in profitable business for the local railway.

But, writing here in Montreal, which is the chief Canadian port, and is the headquarters of nearly all Canadian transportation companies, and studying the map of the inland trade routes, it is easy to see that the Grand Trunk System in its original form, had advantages of a permanent nature over all subsequent competitors for Western traffic. In the first place, it has a very much closer connection with the lake navigation routes. The Grand Trunk owns half-a-dozen ports and has good connections with many others, such as Chicago, the most important of all. In this respect the facilities possessed by the Grand Trunk System for collecting and distributing freight and passengers are unrivalled. Too much stress cannot be laid on this undeniable fact, because transportation by water is and must remain, cheaper than transportation by land: and for that reason the North American railway system which is most effectively linked up with the nexus of lake routes, has a signal advantage when competing for business. After all, the Great Lakes constitute the primary ways of freight traffic for the upper half of the continent, the railways being secondary in comparison, so to speak; at any rate, during the season of open navigation. At the present moment there is more traffic on the Great Lakes than on any of the great oceans, and the tonnage passing through the "Soo" canals, while the lake routes are open, exceeds that which passes through the Suez Cut in a year. Year by year the statistical gap widens in favour of the former, and it is difficult to say how great the difference will be when Canada comes to her full growth. The primary importance of the lake-routes is an unassailable argument for constructing the Georgian Bay Canal, so soon as ways and means can be settled and the day will certainly dawn when the water is let into the canal between Lake Superior and Lake Winnipeg, the construction of which is advocated by Mr. J. J. Hill.

MR. C. M. HAYS, PRESIDENT OF THE GRAND TRUNK PACIFIC RAILWAY AND VICE-PRESIDENT OF THE GRAND TRUNK RAILWAY SYSTEM.

Railway expansion is a species of peaceful conquest, and here, as in military enterprises, the possession of a secure base of operations counts for more than anything else—except, of course, the mind of the true generalissimo. The Grand Trunk System possesses an impregnable base in the net-work of lines in Eastern Canada, which gather freight for its main avenues of traffic and distribute therefrom. The terminal facilities in Ontario, the heart of the Dominion, are admirable. The road bed is invariably good—even in the case of the less important trunk lines—and the stations have an appearance of picturesque solidity, which at once strikes one who has travelled widely on the North American Continent.

There is a look of conscientious construction and substantial permanence about the Grand Trunk lines in Ontario which one misses in travelling over many American systems. The truth is,

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that in the case of this system American enterprise has been grafted on British solidity—with the result that the system having made Ontario, Ontario has made the system in a business sense. Unquestionably, Ontario has been effectively occupied by the Grand Trunk, and there is a defensive and offensive base—a railwayman's Torres Vedras—for going Westward and conquering the fertile wilderness.

Thus it will be seen that the Grand Trunk System has a sufficient base in Eastern Canada for its extension into Western Canada, the land of promise many times fulfilled. The strength of the position for defence and offence given by its possession of a first and second avenue of traffic (I refer to the Montreal and Chicago double track and the lake-routes it controls), and the connecting links and branches for dealing with freight collection and distribution, enabled the system to set about the formation of a third and greater avenue—the new All-Red transcontinental line which is being built with the co-operation of the Dominion Government. The question, Does Canada want this new transcontinental or not? was decided once for all at the General Election of 1904. As I have said, the average Canadian always decides such issues accurately, knowing as he does that Canada's future depends directly on the energy and enterprise she shows in solving her transportation problem.

The Torres Vedras base is there, but who is the Wellington of this peaceful re-conquest of the West? He is here in the person of Mr. Charles M. Hays, in whose mind the idea of the Grand Trunk Pacific first took on form and substance. The personality of the Grand Trunk Pacific President, who is also General Manager of the mother railway, is as clear cut as a cameo on my mind. His talk has the clear, clean quality of the prose of Maine or Freeman. No doubt his brilliant conciseness the suggestive simplicity of his conversation, is the result of the fact that all his words stand for realities which he himself has handled. The human touch is not lacking in this railway generalissimo's methods of handling men. He knows them, and he has known their work—and he does not forget. It is just his human touch which makes the difference between the railwayman at the top in Canada and a corresponding type in Great Britain. In Great Britain the railway is a mechanism merely; the lesser officials are no more than cogs and little wheels. The conductor over there is merely a kind of porter; in Canada, on the other hand, he is like the captain of a ship, able and willing to take the initiative on occasion. The heart of the employee of a Canadian railway is not de-humanised, and to get the best out of him and his myriad fellow-workers the guiding intelligence must remember his own and the others' humanity.

* * *

This article is the first of a series under the title of "Canada Revisited," written by Mr. E. B. Osborn, who has been specially sent to Canada by this journal to make a report on the present condition of the Dominion and its future prospects.

Mr. E. B. Osborn has lived in Canada and knows the country well, and has written books on the subject. In making a tour through the Dominion, his report will be more interesting as he will be in a position to compare from personal knowledge the vast progress that has been made since his last visit.

—*—

INTERESTING RAILWAY STATISTICS.

Statistics of the four leading Canadian railways for year ending June 30, 1907, as shown in the report of the Department of Railways and Canals of the Dominion of Canada, for year ending June 30, 1907:—

	G.T.Ry.	G.T.Ry., including Central Vermont Ry.	C.P.R.	Can. Govt. Ry.	C.N.R.
Miles operated	3,569	5,180	8,735	1,713	2 760
Double track (miles)...	667	1,040	125	44	None
Number of engines ...	929	1,249	1,296	397	238
Number of passenger cars	*a* 847	1,125	*b* 1,431	*c* 478	*d* 216
Number of passengers carried	10,610,401	15,278,003	8,596,169	2,976,353	1,061,508
Earnings from passenger service	$11,068 029	$15,494,853	$22,688,335	$3,083,835	$1,958,346
Number of freight cars	31,111	35,777	40,405	11,164	7,973
Number of tons carried	17,029,054	22,772.444	14,910,429	3,787,988	2,336,730
Earnings from freight traffic	$21,661,433	$32,142,548	$45,477,513	$5,824,002	$6,278,412

a—Includes 14 parlour and 15 dining cars.
b—Includes 16 parlour, 152 sleeping, and 72 dining cars.
c—Includes 41 sleeping and 18 dining cars.
d—Includes 14 sleeping and 5 dining cars.

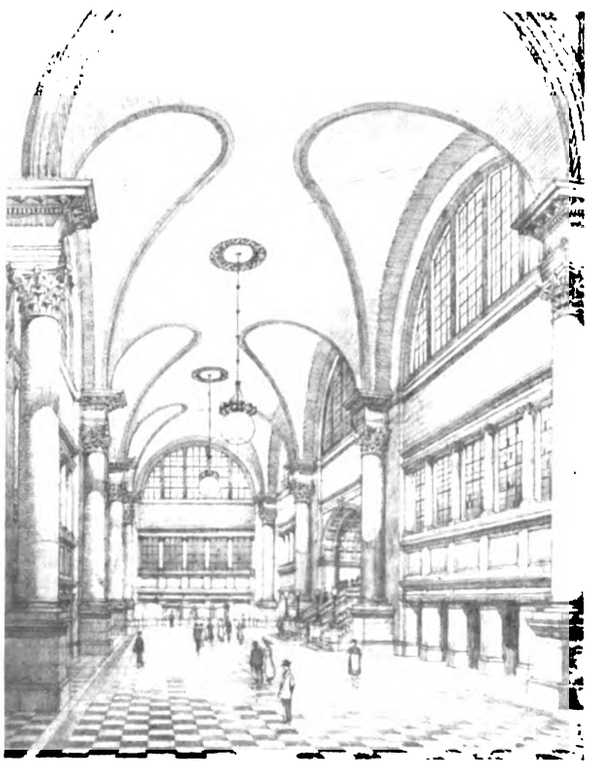
The Grand Trunk rate per ton per mile for the period under review is .0067 .. and the Canadian Pacific .0076 c. Had the Grand Trunk received the same rate as C.P.R. the result would have been $2,902,437 more freight earnings for that railway than the C.P.R.

—*—

ANOTHER ONTARIO REPRESENTATIVE IN ENGLAND

In connection with the announcement which appeared in several Canadian contemporaries that Mr. N. B. Colcock, of Niagara Falls, Ontario, had been appointed Inspector of Emigration for the Ontario Government in London, a representative of *CANADA* called on the Hon. Nelson Monteith, Minister of Agriculture, who is at present in London, and asked for confirmation of the statement. Mr. Monteith said:—"No official appointment has yet been made, and will not be until Sir James Whitney and myself return to the Dominion. Neither have any definite arrangements been made to open offices in London, although the matter is receiving full consideration. As you are aware, we already have two emigration agents working in the Old Country; Mr. Colcock will assist them by operating in the Midlands."

THE GRAND TRUNK RAILWAY'S NEW HOTEL AND STATION AT OTTAWA.



THE WAITING ROOM.

THE RAILWAY STATION.

GENERAL VIEW OF THE HOTEL.

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AMONG THE REDSKINS.*

IN the minds of a vast number of people the Red Indian is still what he was when Fenimore Cooper painted him in war-paint and feathers, tomahawk in hand, and scalps at his belt. But the real picture of the Red Skin of to-day is something very different; he has, of course, lost much of his picturesqueness, and he is in many respects an admirable citizen. An interesting account of these primitive people is to be found in "Through the Mackenzie River," in which Mr. Mair tells his story of the Athabasca and Peace River Treaty Expedition of 1899, of which he was a member. The expedition, which had the Hon. David Laird for a leader, was practically brought about by the rush to the Yukon. Hitherto the Canadians had been somewhat indifferent to the Indians, and the vast tracts of territory over which they roamed.

"There is a lust, however," says Mr. Mair—"the unquenchable lust for gold—which seems to arouse the dullest from apathy. . . . No barriers seem insurmountable to this rampant spirit; and, urged by it the goldseekers, chiefly aliens from the United States, plunged into the wilderness of Athabasca, without hesitation, and without as much as 'by your leave' to the native. Some of these marauders, as was to be expected, exhibited on the way a congenital contempt for the Indian's rights. At various places his horses were killed, his dogs shot, his bear-traps broken up. An outcry arose in consequence, which inevitably would have led to reprisals and bloodshed had not the Government stepped in and forestalled further trouble by a prompt recognition of the native's title. Hitherto he had been content with his lot in these remote regions, and well might he be. One of the vast river systems of the Continent, perhaps the greatest of them all considering the area drained, teeming with fish, and alive with fur and antler, was his home—a region which furnished him in abundance with the means of life, not to speak of such surplus of luxuries as was brought to his door by his old and paternal friend, 'John Company.'"

"Canada"] TOWING A YORK BOAT UP-STREAM.

STARTING FROM A CAMPING PLACE. [Photos.

The Indians themselves were ready for some change, recognising that on the advent of the white man something would have to be done to save him from what threatened to be starvation, if not extinction.

The Commission had a long and arduous journey, hauling up stream, plunging in deep mud, plagued at times with mosquitos, and enduring many hardships, but at length they reached the object of their expedition. The description given by Mr. Mair of the negotiations conducted by the Commissioners with the Indians is highly picturesque:—

"The crowd of Indians ranged before the marquee had lost all semblance of wildness of the true type. Wild men they were in a sense living as they did in the forest and on their great waters. But it was plain that these people had achieved, without any treaty at all, a stage of civilisation distinctly in advance of many of our treaty Indians in the south after twenty-five years of education. Instead of paint and feathers, the scalp lock, the breech clout, and the buffalo robe, there presented itself a body of respectable looking men, as well dressed and evidently quite as independent in their feelings as any like number of average pioneers in the East. . . . . One was prepared in this wild region of forest to behold some savage types of men: indeed, craved to renew the vanished scenes of old. But, alas! one beheld, instead, men with well-washed, unpainted faces, and combed and common hair; men in suits of ordinary 'store clothes,' and some even with 'boiled,' if not laundered shirts. . . . Instead of fiery oratory and pipes of peace—the stone calumets of old—the vigorous arguments, the outbursts of passion, and close calls from threatened violence, here was a gathering of commonplace men, smoking briar roots, with treaty tobacco instead of 'weed,' and whose chief replied to Mr. Laird's explanations and offers in a few brief and sensible statements, varied by vigorous appeals to the common sense and judgment rather than the passions of their people."

The expedition, it should be said, consisted of two Commissions, one to deal with the Indians and the other with the Half-breeds. Mr. Mair was secretary to the latter Commission. Its duty was to satisfy the Halfbreeds by an issue of scrip certificates, such as their fellows had already received in Manitoba and the organised territories. Of these people Mr. Mair says:—

A high tribute might well be paid to the honesty, not only of this but of all the communities, both Indian and half-breed, throughout these remote territories. We found valuable property exposed everywhere, evidently without fear of theft. There was a looser feeling regarding debts to traders, which we were told were sometimes ignored, partly, perhaps, owing to the traders' heavy profits, but mainly through failure in the hunt and a lack of means. But theft, such as white men practise, was a puzzle to these people, amongst whom it was unknown.

Mr. Mair's description of an Indian dance is capital reading. Step dancing is what the Indian loves; other dances were on this occasion indulged in, but the dancers had no heart for them, and could hardly hide their impatience with anything that put step dancing aside for the moment.

The Expedition came home by way of the Peace River, Athabasca Lake and River, Pelican River, and Wahpooskow to Athabasca Landing. Of this district he says:—

"The upper Peace River country is a very fine one, drained by a vast navigable river, compared with which Saskatchewan must yield the palm, and beyond doubt this will be the first region to attract settlement and railway development. . . . For the rest, and granting the manhood, the future of Athabasca is more assured than that of Manitoba seemed to the doubters thirty years ago. In a word, there is a fruitful land there, and a bracing climate fit for industrial man, and therefore its settlement is certain. It will take time. Vast forests must be cleared, and not perhaps until railways are built will that day dawn upon Athabasca. Yet it will come; and it is well to know that when it does there is ample room for the immigrant in the regions described."

Two-thirds of the volume are given up to the comprehensive notes on mammals collected and observed by Mr. Macfarlane in the Northern Mackenzie River District, and to a list of birds and eggs observed and collected in the North-West Territories of Canada between 1880 and 1894 by the same naturalist. Mr. Macfarlane is a retired Chief Factor of the Hudson's Bay Company, and is therefore thoroughly well acquainted with the country of which he writes, and his pages will be found of great value to the student of natural history, and of much interest to the general reader.

* "Through the Mackenzie Basin: A Narrative of the Athabasca and Peace River Treaty Expedition of 1899." By Charles Mair. And "Notes on the Mammals and Birds of Northern Canada." By Roderick MacFarlane. London: Simpkin, Marshall, Hamilton, Kent and Co., Ltd.

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Trout-Fishing in the St. Maurice Country.

By E. T. D. CHAMBERS.

NEW lines of railway are opening up many choice resorts of fish and game to those in search of sport in Northern Canada. More than one attractive trip may be made viâ La Tuque in the St. Maurice district. Here are magnificent waterfalls, which are about to be utilised for the development of 90,000 h.p. of electricity. At present La Tuque is a hamlet of a few score of houses, with the plan of a town site. In the immediate vicinity thousands of men are at work, for the new transcontinental line of the Grand Trunk Pacific Railway is passing that way, as well as the new branch of the Quebec and Lake St. John Railway, and La Tuque is expected to be one of the divisional points of the Grand Trunk Pacific.

Already the La Tuque branch of the Quebec and Lake St. John Railway—the whole of which road has become merged in the

PLAYING A HEAVY TROUT.

Mackenzie and Mann system—has brought Lake Wayagamack and the territories of the Shawinigan, Bostonnais, St. Maurice, and Winchester fish and game clubs into easy communication with civilisation, and it would require a goodly sized volume to contain an enumeration of the sporting attractions to be brought within the reach of the average hunter and fisherman by the construction of Canada's new Transcontinental railway.

It was recently my privilege to traverse by portage and canoe a magnificent fish and game district situated some 20 to 30 miles north of the point where the transcontinental railway is to cross the St. Maurice.

Hitherto the upper St. Maurice country has been but little known, save by the lumberman, the fur-hunter, and the voyageur. Contractors for the forwarding of railway and other supplies are now constructing light draught steamers on the river above La Tuque; a prospector for gold has a gasoline launch running to the discharge of Lake Kennedy, and we made the first five miles of our recent trip above the falls of La Tuque in a barge drawn by horses, after the manner in which some of the salmon fishermen ascend the Ristigouche.

We took our canoes, supplies, and guides from the barge at the mouth of La Croche, decidedly a most appropriate name, for it is doubtful if a more crooked river is anywhere to be found. The confines of its course for mile after mile consist of parallel mountain ranges from two to three miles apart. Instead of following the general direction of either range, the river bounds and rebounds from one to the other, so that in some cases a journey of ten miles by water takes the canoes but a couple of miles in a straight line, and our canoemen saved themselves on one occasion a hard paddle up stream of over two miles by carrying the canoes and their contents over a neck of land less than a hundred yards across. So rapid is the current that we had no difficulty at all in running down in one half day the 35 miles of river that it required two days of hard work to ascend. The river trip furnishes an abundant wealth of glorious mountain and forest scenery, but no sport for the angler, for only coarse fish inhabit the La Croche in any numbers, and we were anxious to reach the territory where we knew that speckled trout abounded.

Forest fires have not yet invaded the banks of La Croche, as they have portions of those of the St. Maurice, and consequently there is a magnificent exuberance of vegetation along the riverside and on the various portages which are crossed. Monster elms and elegant white birches, with occasional ash and butternut trees, alternate with the dark foliage of pine, spruce, and balsam, while the superb growth of ferns upon some of the portages might well be the envy of many a landscape gardener.

The waters that yielded us the best fishing—perhaps because we tried them more often than others—were those of Lake Kennedy, Lac Clair, and Petit Lac Clair. The two first mentioned yielded the largest fish, but the trout were most abundant in the little lake. The fishing there is simply marvellous, and one is apt after a time to grow rather sick of it and to wish that it might be a little more difficult to seduce Fontinale.

The fish in Little Lac Clair run in size from ¾lb. to 1½lb., averaging about 1lb. After sunset the lake is literally kept a boiling by the leaping of the trout after the flies, which then appear in great numbers both on the water and also hovering over it. As may well be imagined, the sport is fast and furious, the angler's flies being taken as rapidly as are the natural insects.

Nor are the fish of this lake at all particular in their choice of artificial lures, though the preference during our visit was decidedly for the gaudy creation known to American anglers as the Parmachenee Belle—the red, white, and yellow monstrosity that imitates nothing whatever that ever had wings, and that is said to have been first manufactured in representation of one of the under-fins of the brook trout itself, with a small portion of the adjoining skin and flesh. The large size of these Parmachenee Belles commonly used on Canadian lakes surprises most English anglers until they pause to consider that the lure is rather a bait than a fly, though generally taken on the surface of the water, or very slightly below it. As a matter of fact, I have not infrequently seen the American brook trout spring quite out of the water after the Parmachenee Belle. It is usually tied on number two, three, or four hooks. The readiness with which it is often taken well illustrates the cannibalistic nature of Salvelinus fontinalis.

The more expensively tied salmon flies in the Jock Scot and Silver Doctor patterns, which usually kill extra well in American trout waters, proved no more attractive to the Little Lac Clair fish than did the red hackles, grizzly kings, and professors with which we experimented upon the same casts as those to which the golden pheasant tipped flies had been attached. They were even less so, in fact.

Doubles, and even triplets, were hooked by us over and over again in this lovely little lake, though not always saved. And many were the fish we returned to the water uninjured, though there were nine of us, including guides, partially dependent upon the fish we caught for food. If it were not for the liberation of the majority of his fish, the basket of one of our party would have contained over 60 large trout.

Not alone after sunset is good fishing to be had in Petit Lac Clair. Our party first reached it between ten and eleven o'clock in the morning of a very bright, hot, July day. Dropping my line carelessly into the edge of the lake preparatory to an intended cast, as the canoe shot out from shore after having been portaged from another lake, one of my flies was savagely seized as it touched the water, and the tip of the rod for a second or two was well under the surface of the lake. The yield of the canoe gave just enough space for the play of the fish until I could recover from my surprise

A CAMP BY THE RIVER CROCHE.

sufficiently to release the grasp that held line to rod and to permit of the screeching of the reel. In a fraction of the time that it takes to tell it, many yards of line were run from the reel, and the rod went up as the fish continued to go down. In a couple of minutes he was so far up again that half of the leader was out of the water. Then he started off in a hurry as if urgent business required his immediate presence in some distant portion of the lake, but usually stopping short after each few yards of a rapid run, despite the almost constant and quite demonstrative singing of the reel. The struggle lasted about four minutes. When taken out of the landing net and laid upon the bottom of the canoe the prize was about as pretty a fish as one could ask to see. The dark vermiform markings of fontinalis upon the back stood out in great distinctness, and the shining sides were plentifully marked with spots of pale blue and carmine and gold. The great depth of body which characterises the American brook trout taken out of quiet waters at the approach of the spawning season was lacking in this fish, and in grace and symmetry of form it left nothing to be desired. The creamy white stripe along the under surface and the narrower margin of the same colour to the ventral and anal fins made a rich contrast to both the

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deep red of the lower sides and to the lighter red of the under fins. Seldom in the richest splendour of its spawning livery—even in the month of September—have I seen a more beautiful or more highly coloured specimen of the species. The deep colouring of the fish proved to be one of the characteristics of the Lac Clair trout, though it was only after we had caught several of them that we ceased to be surprised at their special beauty.

So game were they that they leaped almost as frequently after our flies before feeling the hook as they did when impaled for the purpose of endeavouring to shake the hook from the mouth.

We had not failed to notice how they threw themselves completely out of the water after the natural insects, exhibiting in the air the shapely curve so admirably depicted by Kilbourne in his famous picture of some years ago, and by his many imitators on different occasions. It was as if they preferred the flying insect caught on the wing to the half-drowned, or, at least, more lifeless one in appearance, floating on the surface of the water; and if there was enjoyment, as there certainly appeared to be, in their hunt for their natural food, they were evidently game enough to find the greatest sport in securing their quarry on the wing. Even when we skipped our flies about the surface of the lake we had noticed that they seldom pounced upon them directly from below, and when the experiment was made of flicking them about in the air an inch or

THE JEANOTTE RIVER ON THE WAY TO LA TUQUE.

two from the water, exactly what we had anticipated occurred. Fish after fish broke water, not always securing the lure at the first attempt, but usually repeating it until in the downward curve of the arc which they had described in the air they carried the stinging morsel down with them into the lake.

It was fascinating sport, and though it cannot be had in every lake, even in the little-travelled northland of Canada, there are many almost virgin waters a few miles back from the line of the new transcontinental railway, where all the trout that the true sportsman can possibly desire can be had for the fun of the fishing.

Moose and deer are plentiful in the entire St. Maurice country, and it was more than surprising to find so many of them within a comparatively short distance of the railway camps. Though some few miles away from the line of railway, we were well within hearing of the daily blasting on the works, which at first thought might be supposed to have been sufficient to frighten all the game for miles around. Familiarity with the condition of affairs in the neighbourhood apparently bred contempt for the noise which was followed by no evil results, and some of the engineers on the road are responsible for the statement that moose are not infrequently seen within a few hundred yards of the construction works. It is the more easy to understand this when it is remembered that on the Canadian Pacific, the Intercolonial, and the Quebec and Lake St. John Railways it is no uncommon thing for big game to wander on to the railway track, where it is occasionally killed by passing trains, after running for miles in front of the locomotive. The moose seen by us in the vicinity of Lake Kennedy and also upon some of the portages over which we passed were fairly tame, but we saw the tracks of many animals that never showed themselves. Our guides, tents, and canoes were secured at La Tuque, and we could not have asked for better canoe men.

The province of Quebec possesses a wealth of good fishing waters scattered throughout the northern part of this St. Maurice country that only need to be properly advertised to attract large numbers of sportsmen. Some of the railways traversing this country, realising the fact that much of the best of the fishing may be here, as elsewhere, leased by the Government to clubs or private individuals, are taking time by the forelock and leasing large fishing and hunting territories themselves, which they intend to place at the disposal of tourists and sportsmen using their roads. This wise course is likely to remove much of the objection to the leasing system, prevailing in Quebec, concerning which there is much to be said upon both sides. On the one hand it is claimed to be unfair to the general public to sell or lease public wild lands to men of means, and thus to shut out the general public from the enjoyment of the sport offered by them. On the other hand, it has to be borne in mind that in a province like Quebec it is simply impossible for any Government to find the necessary means for protecting the fish and game in the entire territory under its control, and that the conditions of the provincial fish and game leases ensure the protection not only of the territories so leased—which yield a good revenue to the Government—but of the surplus fish and game which find their way from such territories into the neighbouring woods and waters.

Did space permit, an interesting description might be furnished of the excellent deep-water trolling to be had in some of the larger lakes of Northern Quebec, where the touladie, lake, or fork-tailed trout, often known as salmon trout, abound. Many of the very large red brook trout of these waters are also more easily taken by trolling than by surface-fishing, for it is chiefly in the smaller lakes that the brook trout take the fly as freely as in Petit Lac Clair, unless one takes to the mountain brooks, where, although the fish may be smaller, they make up in gameness for deficiency in bulk, and where the exercise of wading the shallows or of climbing from boulder to boulder and casting the fly over alternate rapids and pools supplies the variety and change of scene that is lacking to those who fish only in lakes from boats or canoes. In Northern Quebec the angler may take his choice or enjoy both forms of the sport.

SIR WILFRID LAURIER AND THE G.T.P.

Sir Wilfrid Laurier, addressing a gathering of 5,000 people at Sorel, Quebec, last week, said that he considered the most important work done during all the years of his administration was the construction of the Grand Trunk Pacific Railway. He had believed, and still believed, that this work meant more for the development of Canada than any other single enterprise undertaken during that period. His own feeling was that it was perhaps the one great work by which he would be remembered, and if there were one reason more than another for wishing that his Government might continue in power, it was that he might be able to bring to a conclusion this great enterprise.

THE ATTACK ON YORKSHIRE CLOTH.

An Apology by Cable.

Much satisfaction has been afforded to the shoddy and cloth manufacturers of the Heavy Woollen District by the receipt of the following cable, which was received by the secretary of the Batley Chamber of Commerce (Mr. J. F. Ineson) on Saturday:—

"Toronto, Ontario.

"To Chamber of Commerce, Batley, England.

"Canadian Manufacturers' Association sincerely regrets any injustice that may have been done British woollen manufacturers by publication of article in "Industrial Canada" reflecting on quality of Yorkshire woollens.

"G. M. MURRAY, Secretary."

SPORTS AND PASTIMES.

Canada's Success at Bisley.

Lieutenant-Colonel A. E. Labelle, who commanded this year's Canadian Bisley team, said, in the course of an interview: "We are all well pleased not only with the trip as a whole, but with the showing we made on the range in the Old Country. I am not sure, but I think," continued the colonel, "that we have brought back more money in prizes this year than has any team so far. The team itself totalled a winning of £220. Individual prizes brought this sum up to £520—the best showing made by any Canadian team yet. We were well up at the top in all the matches, and had, as you know, the honour of winning the grand aggregate."

Olympic Lacrosse.

There has been a doubt as to whether a Canadian lacrosse team would be sent to England to take part in the Olympic contests, but it is now said that the remaining Olympic funds will cover the trip. Final arrangements for getting the team together are now under way. About fifteen men will be finally selected to cross the water.

The representative team of Canadian gymnasts, selected from schools and colleges of Montreal, Quebec, St. John, Ottawa, Farnham, St. Therese, and St. Laurent, have left for Italy, where they will participate in the first Catholic international congress of gymnasts ever held. Professor H. T. Scott, a graduate of the Royal Military College, Kingston, is the instructor, and will accompany the Canadian contingent to Rome.

Rare Opportunity for Collectors.

FOR SALE.—Portrait of General Wolfe.

On page 104 of "CANADA," August 1 (No. 134), we published a reproduction of a portrait of General Wolfe. The owner of the original painting—which is attributed to Thomas Hudson, the tutor of Sir Joshua Reynolds—wishes to dispose of it. All communications on this subject addressed to The Art Editor, "CANADA," 34-35, Norfolk Street, Strand, London, W.C., will be forwarded promptly.

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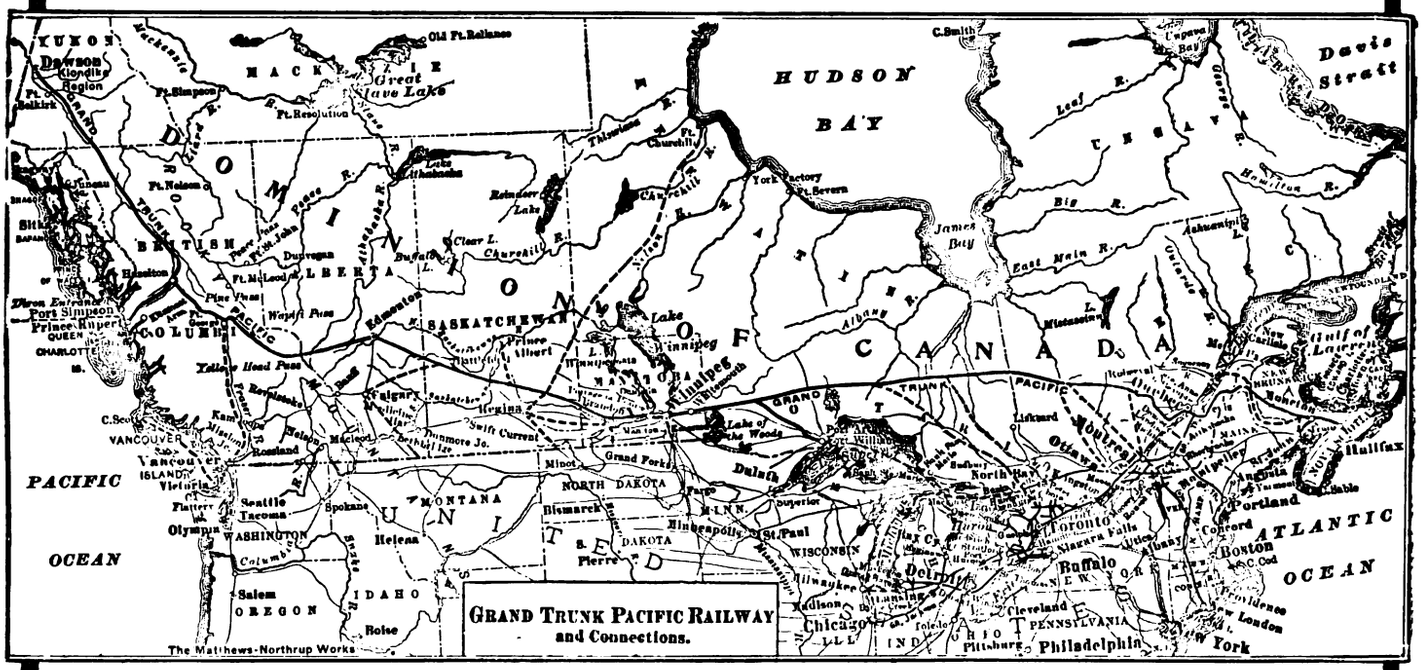
THE

GRAND TRUNK PACIFIC RAILWAY



THE

All-Canadian Trans-Continental Railway

THE ONLY ALL-RED ROUTE

MILEAGE TABLE

Total Mileage contemplated:

Main Line, Moncton, N.B., to Prince Rupert, B.C. .	3,560 miles
Branch Lines	5,000 ,,
	8,560 miles

To be completed in 1908:

Main Line, Winnipeg, Man., to Edmonton, Alta.	793 miles
Lake Superior Branch, For: William, Ont., to connection with Main Line	200 ,,
	993 miles

THIS new line will open a vast country rich in agricultural, timber and mineral resources, and will provide an additional outlet for the enormous grain crops of the Canadian Northwest, as well as creating a new market for the manufactured products of Eastern Canada. It will be a shorter route by several hundred miles than any now existing between Europe and the Far East.

Fleets of modern Steamships will be established by the Company, for Ocean navigation, between the Atlantic Port and Europe, and from the Pacific Port to China and Japan.

HEAD OFFICE - - MONTREAL, CAN.

CHAS. M. HAYS, President. MONTREAL.

FRANK W. MORSE, Vice-Pres. and Gen. Mgr., MONTREAL.

For information desired address **FRED. C. SALTER,** 20, Water St., Liverpool, Eng. 44, 45 and 46, Leadenhall St., E.C., London, Eng. 75, Union Street Glasgow, Scotland.

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PURELY PERSONAL

Earl Grey's tour of the Great Lakes and the towns and cities upon their shores is proving full of interest. Leaving Montreal on the Canadian Government vessel *Speedy*, his Excellency passed through the Lachine and Soulanges Canal to Kingston, where he visited the armouries. The vessel then went on to Dalhousie and Hamilton, at the latter of which places his lordship was the guest of Colonel Hendrie. He visited the Niagara Falls, and then went on to Amherstburg, where several hours were spent in visiting old Fort Malden and other places of interest. His Excellency, who proved himself familiar with every detail in the history of the old fort, promised every assistance in furthering the project of reclaiming and restoring this historic spot to the people as a National Park. He subsequently went on to Windsor. Earl Grey is accompanied by Mr. D. D. Mann, Vice-President of the Canadian Northern Railway; Lord Lascelles, and his private secretary, Mr. Arthur F. Sladen.

Sir Charles Tupper, one of the Fathers of Confederation, is on his way to England to spend the winter here.

Sir C. A. P. Pelletier, K.C.M.G., who succeeds Sir Louis A. Jetté as Lieutenant-Governor of the Province of Quebec, is to be sworn in on September 15, and enter upon his new duties. Sir Louis Jetté will take up his residence in Quebec on the completion of his term as Lieutenant-Governor, and his Honour has leased the house of Sir C. A. P. Pelletier, which he will make his home for the present. Sir Louis Jetté's last official act was to open the Toronto Exhibition. It is stated that he will again take his seat on the Bench of the Quebec Superior Court.

Lieut.-Col. Sir John Rogers, K.C.M.G., whose fame rests upon his military achievements during several Egyptian campaigns, is fishing at Campbell River, Vancouver Island. Later in the season he will hunt big game in the interior.

Among the passengers who came to England by the Allan R.M.S. *Virginian* on her latest voyage were Sir Frederick and Lady Carrington, Captain the Hon. A. C. Murray, M.P., Dr. G. R. and Miss Parkin, the Bishop of Valleyfield, P.Q., and Mgr. Sbaretti, Apostolic Delegate in Canada.

The Hon. R. A. Pyne, Minister of Education for Ontario, and Mrs. Pyne, Dr. H. C. Perrin, who is leaving the position of organist of Canterbury Cathedral, to become Director of Music at McGill University, and Mrs. Perrin, Professor G. Sims Woodhead sailed for Canada on the Allan R.M.S. *Tunisian*.

The Bishop of Huron and Mrs. Williams and Professor P. T. Lafleur, Professor of Comparative Literature at McGill University, returned to Canada from England by the Dominion liner *Dominion*.

Sir James Grant has arrived in Dublin from Canada for the visit of the British Association. He is the guest of Captain Guinness at Burton Hall, near Dublin.

Viscount Milner, who was to leave Liverpool on Friday by the R.M.S. *Virginian*, will, it is understood, give a series of addresses in the principal cities of the Dominion. Other distinguished passengers included Sir Louis Davies, Lady Davies, the Hon. A. B. Aylesworth, Col. P. Fletcher, the Rev. James Barclay, Dr. Symes Thompson, Prof. W. Bride, and J. W. Prout.

ONTARIO'S NEW LIEUTENANT-GOVERNOR.

Colonel the Hon. J. M. Gibson is, it is understood, shortly to be gazetted Lieutenant-Governor of Ontario, to succeed Sir Mortimer Clarke, whose term of office expired last April. Colonel Gibson has been connected with public life in Canada for the last twenty years. He became Provincial Secretary of Ontario in 1889, being shortly afterwards appointed

COL. THE HON. J. M. GIBSON.

Attorney-General of the Province, a position which he held until 1905. In 1896 he also took up the duties of Commissioner of Crown Lands. He has a long period of service with the Militia, joining in 1860, and is now the senior officer, excluding the officers of the permanent forces, in the Dominion. He first commanded the 13th Regiment of Canadian Militia in 1876, became Honorary Lieutenant-Colonel in 1895, Honorary Colonel in 1901, and Colonel Commanding the 15th Brigade Canadian Militia in 1903. He has always taken a great interest in rifle shooting, and has frequently visited the Old Country to take part in competitions. He was himself the winner of the Prince of Wales Prize at Wimbledon in 1879, and commanded the team of 1881, which won the Kolapore Cup. He was also in command of the Bisley team last year. For the last fourteen years Colonel Gibson has been President of the Dominion of Canada Rifle Association, and also holds the office of President of the Canadian Branch of the Red Cross Society. By profession he is a lawyer, having been called to the Bar of Upper Canada in 1867, and created a Q.C. in 1890. At the moment he is President of the Dominion Power and Transmission Company. He is a prominent Freemason, and is a Past Grand Master Grand Lodge of Canada, A.F. and A.M., and Grand Commander A. and A.S. Rite for Canada. Colonel Gibson resides at Hamilton, Ontario. He is now in his sixty-seventh year.

Major Baden-Powell, brother of the defender of Mafeking, has gone to hunt big game in the caribou country of British Columbia.

Colonel J. A. and Mrs. and Miss Grant, of Victoria, and Colonel and Mrs. Wilkinson, of Halifax, have returned to Canada by the Allan liner *Corsican*.

The Bishop of Montreal, the Bishop of Ottawa, with Mrs. and the Misses Hamilton, the Bishop of Niagara, with Mrs. and Miss Du Moulin, sailed for Canada last week.

Mr. A .W. Smithers, Vice-President of the Grand Trunk Railway, accompanied by his son and Mr. H. Deer, private secretary, is now visiting Canada with the object of making a complete tour of inspection of the Grand Trunk system. Sir Charles Rivers Wilson, the President of the company, will not visit Canada this year.

Earl Stanhope has arrived in Canada, and intends doing some big game shooting before his return to England.

Three Canadian prelates—the Archbishop of Montreal, Mgr. Sbaretti, the Apostolic Delegate to Canada, who has the official title of Archbishop of Ephesus, and the Bishop of Valleyfield—are visiting England in connection with the Eucharistic Congress, which is being held in London this week. The Archbishop of Montreal is staying at 22, Hyde Park Place, W.; Mgr. Sbaretti is a guest of the Dowager Marchioness of Bute at St. John's Lodge, Regent's Park; and the Bishop of Valleyfield is being entertained by Mr. E. J. Fooks, at Hatton House, Chislehurst.

Colonel Sir Augustus C. F. Fitzgeorge, K.C.V.O., C.B., and Mr. Hamar Greenwood were entertained at dinner at the Montreal Hunt Club. The Colonel, who is the only surviving son of the late Duke of Cambridge, has also visited Cobalt, in which camp he is interested. Among those present were Messrs. Byron E. Walker, William Mackenzie, W. K. George, Frederick W. Taylor, F. W. Broughall, R. R. Bongard, Mr. Van Cutsam, of the London Stock Exchange, who is also interested in Cobalt; W. R. P. Parker, W. H. Greenwood, W. D. Beardmore, and W. F. Maclean, M.P.

BIRTHS, MARRIAGES AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s., or 75c., for 24 words or under, every additional word one halfpenny or one cent. which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

BARRIE.—At Medicine Hat, Canada, on 9th ult., the wife of William Barrie, a daughter.

MARRIAGES.

BEVINGTON—BOUCHER.—On August 29, at Winnipeg, Timothy Arthur Dent, second son of Timothy Bevington, Esq., of 7, Lennox Mansions, Southsea, England, to Helen, daughter of Dr. Boucher, of Peterboro', Ont.

DUCKWORTH—HUNT.—On September 2, at Grace Church, Bradford, Ontario, by the Ven. Archdeacon Mackenzie, D.C.L., assisted by the Rev. T. C. S. Macklem, D.D., Provost of Trinity College, Toronto, the Rev. H. T. Forbes Duckworth, M.A., Dean of Trinity College, Toronto, to Hope Holland, only daughter of the late Wellington Hunt and of Mrs. Wellington Hunt, of Brantford, Ontario.

POTTER—RUSSELL.—On the 1st inst., at St. Nicholas, Blundellsands, by the Rev. M. Linton-Smith, M.A., assisted by the Rev. W. N. Potter, B.A., brother of the bridegroom, Wilfred Edgecombe, younger son of William Potter, J.P., of Blundellsands, to Phyllis May, youngest daughter of the late Arthur Wellesley Russell, of Toronto.

DEATHS.

HIND.—On August 8, at Windsor, Nova Scotia, Henry Youle Hind, D.C.L., F.G.S., aged 85 years.

GORMULLY.—At 138, Daly Avenue, Ottawa, on August 23, 1908, in the 57th year of her age, Margaret Elizabeth, the wife of J. J. Gormully, K.C., and daughter of the late Mr. Grant Powell and Mrs. Grant Powell.

LEFROY.—On September 3, at the Provost's Lodgings, Queen's College, Oxford, Eva Margaret Isabella Lefroy, fourth daughter of the late Captain Benjamin Langlois Lefroy, R.N., and Eleanor Jane Magrath, his wife. Canadian papers please copy.

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IN THE HINTERLAND OF QUEBEC: LEAVES FROM AN EXPLORER'S NOTEBOOK.

THE EXPLORER'S HUT AT CHIBOGOMO.

RAPIDS ON THE RIVER CHAMOUCHOUAN.

Mr. J. Obalski, Superintendent of Mines, to whose exploration work in the Hinterland of Quebec we alluded in a recent issue, has sent us the accompanying photographs taken during his tour in that district. The country explored lies between Lake Abitibi and Lake Temiscaming, near 80 deg. longitude on the west, and Lake Chibogamo on the 78 deg line of longitude on the east. Midway between these two lines and about on the latitude as Lake Chibogamo is Lake Obalski, a lake named after the explorer. The river Harricanaw, of which we give illustrations, runs into this lake, and Peter Brown's Creek is the mouth of a river which is an unexplored tributary of the Harricanaw. It is across this tract of country that the new National Transcontinental Railway will run. It will cross the Harricanaw between Lake Obalski and the Peter Brown's Creek. At that point the river is 400 ft. wide, and its depth in the middle is 26 feet. The banks are covered with spruce, banksian pine, white birch, and large poplar. Our illustrations show the kind of country through which Mr. Obalski travelled. Much of his journey was made by canoe, but in parts the rivers are not navigable

ON THE RIVER HARRICANAW.

In the neighbourhood of Chibogomo a certain amount of gold-bearing quartz has been found, but it is mainly for its asbestos that the country seems to offer opportunities to prospectors.

As at present situated, 205 miles from the end of the railway by the easiest route, the profitable mining of the Chibogomo asbestos is out of the question, but, with a railway built to the shores of the lake and with a reasonable amount of capital, there is little doubt that several of the areas of asbestos-bearing serpentine, if worked economically, would yield good profits even against the added railway haul to market. The present cost of transport by canoes or by winter hauling from Lake St. John to Chibogomo may be taken at fifteen cents a pound. With a road cut directly through the bush, winter haulage would probably reduce this price by one-half, but even then it is doubtful if any active mining could be carried on at a profit.

EMBARKING AT PETER BROWN'S CREEK.

ON THE HEIGHT OF LAND NEAR CHIBOGOMO.

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Supplement to "CANADA," September 12, 1908

CANADIAN INVESTMENTS

No. 22.

BONDS, DEBENTURES, MORTGAGES, REAL ESTATE.

In reply to numerous requests from investors in Great Britain, France, and Germany for detailed and authentic Reports on various forms of Investment in the Dominion, such as Municipal and Industrial Bonds, Railway Stocks, Mortgages, Real Estate Investments, Lumber and Mining Properties, etc., "Canada" will publish each month Special Articles dealing with these matters, which we trust will be of use and value to our readers.

THE ONTARIO GOVERNMENT AND NIAGARA POWER.

THE visit of Sir James Whitney, Premier of Ontario, to this country has very naturally brought to the front again the controversy that has raged round his Government's action with regard to the Electrical Development Company of Ontario. Last week our representative, in the course of an interview with Sir James Whitney, mentioned this matter as one on which London financiers were feeling somewhat anxious. Sir James, who said that he had a complete answer to the critics of his Government, added that he would rather wait before making a statement until he received certain documents from Canada.

Since then there has been published in the *Standard* an interview with Sir James Whitney on the subject. Reassuring as his statements in that interview were in some respects, the financial world in London that is interested in Canadian investments apparently feels that the Premier might have said more to allay their natural anxiety, judging from the following letter which we have received from a prominent financial firm in London, and we publish it because it undoubtedly voices the opinion of many interested in Canadian finance in the City:—

"On reading Sir J. Whitney's statement in the *Standard* the following points require elucidation:—

"1. No one in the City of London or outside of it ever suggested that the Electrical Development Company of Ontario had either a moopoly for generation of power or for its transmission. The company has been, and is, ready to meet competition from other corporations, just as it would have to do in other parts of Canada or the Empire; but Government ownership in competition with corporations is a totally different matter (*especially when, as in this case, the Corporation pays the Government a large annual royalty*), and puts private enterprise out of court. There is no surer way of scaring capital.

"People in this country understand and are accustomed to public ownership, and do not object to expropriation on a basis arrived at by arbitration. What they object to, and what frightens them, is that after private enterprise has taken all engineering risks, and done the pioneering work, the Government should step in and by threats of competition injure the credit of their company and restrict its market. This is what has happened, beyond dispute, in the case of the Electrical Development Company of Ontario.

"2. The fact, alluded to by Sir J. Whitney, that his Government has reversed the policy of its forerunner in office, is just what leads people here to the conclusion that the power policy of the Whitney Government has been in some measure dictated by political considerations. The proceedings of the Hon. Adam Beck have been viewed with distrust in this matter.

"3. Anyhow, people here are uneasy, and disinclined to invest in Ontarian enterprises, which may take the fancy of Mr. Beck, and it is highly desirable that the Premier should make a reassuring statement regarding the position of the Government *vis-à-vis* the Electrical Development Company in which British capital is so largely interested.

"Finally, I repeat that the confidence of the investor, rightly or wrongly, has been badly shaken, and that, rightly or wrongly, he thinks he has not had a fair run for his money, owing to Ontarian political animosities, as evidenced by Mr. Beck's socialistic utterances.

"Under these circumstances I submit that it is incumbent on the Premier to re-assure the investing public on this side, and to tell them that no legitimate investment of capital in Ontarian utilities will be injured or prejudiced by Government interference."

We fear that it must be admitted that there is some feeling of distrust in the City, but we think that in some respects our correspondent has misread what the Premier of Ontario said. Sir James did not say that his Government had reversed the policy of its forerunner in office; although it has adopted a policy which probably was not thought of by those who granted the concessions. What he did say was that "some years ago the then Government of Ontario did give the concessions referred to to the company mentioned, but quite without any monopoly rights. Since then the present Government of Ontario had been approached by a number of municipalities and asked to act for them in the matter of obtaining from the several electrical power-supply companies at Niagara definite statements as to the rates at which they could supply electrical power for the use of these various municipalities."

This perhaps might be expressed somewhat differently. The vast engineering difficulties having been successfully overcome and the solid cash expenditure of a million sterling having been sunk in the enterprise, a cry was raised by certain politicians of "cheap power for the people." A very excellent thing for everybody in the province if the cheapness to the consumer involved no injustice to the producer. The chief municipalities within reach of Niagara were obviously the chief customers for power, but they being shepherded by the Hydro Electrical Commission the Government could put a pistol to the head of the producers of power and force submission to their own terms.

It was this fact that made the debentures practically unsaleable for a time, and very much scared British investors. Lately the Government have signed a contract for the erection and equipment of power transmission lines from Niagara to Toronto, thus duplicating those already constructed by the Electrical Development Company. As the cost of this duplicate line is defrayed out of public money the bondholders are uneasy, and application, we understand, has been made in the courts for an injunction.

The whole controversy is regrettable, particularly so because in Sir James Whitney we have a statesman who has shown a strong desire to tighten the bonds between Ontario and the Old Country. Moreover, he is a staunch Imperialist, a man in whose mind the idea of the consolidation of the Empire is never to be lost sight of. In the interview with our contemporary, Sir James made the pregnant statement that "the whole question would before long be likely to adjust itself in a perfectly satisfactory manner to all concerned." We hope, therefore, that he will before he returns to Canada make a statement that will finally set at rest all apprehensions on the part of investors. The whole point of the matter is, as our correspondent says, that British investors feel that Government ownership in competition with corporations—especially when, as in this case, the corporation pays the Government a large annual royalty—puts private enterprise out of court.

CANADIAN ASBESTOS.

With the exception of a slight falling-off in 1902 and 1903 the increase in the production of asbestos in Canada has been rapid, and still continues. In 1907 it reached a total of 62,018 short tons, besides 28,519 short tons of asbestos. During the fiscal year ending June 30, 1907, there were 45,544 tons of unmanufactured asbestos imported from Canada into the United States. This would seem to show that approximately 73 per cent. of the total production of Canada in 1907 went to the United States. During the same period the total importations of asbestos from Germany, Italy, and the United Kingdom—the only other countries from which asbestos was obtained—aggregated only £390 in value. More than a year ago it was estimated that Canada produced 85 per cent of the world's supply of asbestos. In 1907, owing to the large increase in the production of Canada, that country doubtless contributed a still larger percentage of the total yield of the world, and its controlling position in the asbestos industry is apparent. Twelve companies are reported as producing asbestos in Canada in 1907, and four new ones are now at work, so that a much larger yield may be expected for the current year.

It is rumoured that Mr. W. T. R. Preston, who is now acting as trade commissioner in Japan, may be appointed to the position of Trade Commissioner in Birmingham, rendered vacant by the death of Mr. P. B. Ball.

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THE DEVELOPMENT OF REGINA:

TWO YEARS' PROGRESS.

By H. C. LAWSON.

THE KING'S HOTEL.

MASONIC BLOCK AND POST OFFICE.

IT is difficult for anyone living in Regina fully to realise the extent of the development that has taken place in the last two years. The work has been going on around him day by day, he has seen the excavation for some new building begun, and gradually a fine business block has been erected where only a short time ago was a vacant lot; he has seen the streets all torn up and trenches dug for waterworks and sewer, and by degrees what seemed like a hopeless state of chaos reduced step by step to perfect order, streets well paved, boulevards laid out and planted with trees, and where once was a town famed for its muddy streets he now sees a city well laid out with the best pave ments and kept neat and orderly. And yet the resident hardly realises the changes that have taken place, and this was very much impressed upon my mind by a bird's-eye view that was taken of the city recently. Two years ago a similar photograph had been taken from the same spot, and the comparison between the two is certainly a revelation. And it is in the central or business portion of the city that the greatest development has taken place.

To begin at the west side of the new view, the first new building that catches the eye is the Metropolitan Methodist Church, a handsome building of red brick with white stone facings, standing at the corner of Victoria Avenue and Lorne Street. This building was completed last year, and cost, with furnishings, some $80,000. It has one of the finest organs in Western Canada. The framework of the Land Titles Office stands out on the south side of Victoria Avenue at the corner of Cornwall Street. It is of reinforced steel concrete construction, the floors being carried on concrete beams, and is absolutely fireproof, no woodwork being used in its construction. The trimmings are of Richardson oxidised copper. Good progress is being made with this building, and it was expected it would be ready for occupation early in September. It will be a beautiful building, the base trimming being of Kootenay marble, the brick used being a dark red paving brick from Coon Creek. The architraves and frieze are also of Kootenay marble.

It would be impossible in the space of this article to describe in detail all the buildings that have been erected during the last two years, but I must mention briefly a few of the buildings which are most noticeable. The masonic block on the corner of Cornwall Street and Eleventh Avenue was built last year. It is of red brick, and consists of basement and three stories. The ground floor is devoted to stores which face on both Cornwall Street and Eleventh Avenue. The first floor is used for offices, and the second floor for lodge rooms. The Grand Lodge of Saskatchewan, A.F. and A.M., met here in the middle of June.

The most beautiful corner in the city is probably the intersection of Scarth Street and Eleventh Avenue. On the west side is the Bank of Montreal, which, though not a large or pretentious building, is certainly a model of architectural beauty, and the offices are perhaps the most perfect in the city.

Opposite to it stands the Canada Permanent Building, a three-storey building of reinforced concrete, with Roman stone walls, and next to it the Mackenzie-Brown block, which was built at the same time, and is of similar design. The ground floor of the Canada Permanent Building is used by the Loan Company and the upper stories for offices. In the Mackenzie and Brown Building the ground floor is occupied by the Royal Bank and the upper stories by offices.

On the east side of the street the new Post Office, now nearing completion, is without doubt one of the finest public buildings in Western Canada. It is three stories high, with a mansard roof. The building has a frontage on Scarth Street of 75ft., and on Eleventh Avenue of 125ft. The height of the roof from the street will be 70ft., while the top of the flagstaff on the massive clock tower at the Scarth and Eleventh Avenue corner of the building will be 142ft. The arched windows of the ground floor and the 22 massive columns running from the second storey to the top of the third combine to give the edifice an appearance at once of great stability and gracefulness, and, when completed, the copper-covered roof and clock tower will be conspicuous objects, visible at a great distance from the city. Almost the entire ground floor will be utilised for post office purposes, with entrances from both Scarth Street and Eleventh Avenue, and a public lobby running the entire length of the building. In the rear the Custom House will be located, with an entrance from Scarth Street and access for vehicles from the lane on the east side of the building. The second floor will be devoted to customs, inland

IN THE RESIDENTIAL QUARTER.

A BUSINESS BLOCK.

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revenue, and other government offices, while the third will probably be used as a caretaker's residence and for storage purposes. The building will be fitted with electric elevator and all modern appliances, and finished throughout in a manner in keeping with the scale upon which it is planned.

The fourth corner of the intersection of Scarth Street and Eleventh Avenue is occupied by the old city hall, a building which has outlived its usefulness for the purpose for which it was originally intended, and is not in keeping with its surroundings. The property is so valuable as a building site that it will no doubt be disposed of by the city before long, and a building that will be in keeping with the other three corners erected thereon.

And this brings me to the new City Hall, on the old Market Square, in the very heart of the city, which was opened in March last, and which ranks with the new Post Office as being one of the finest buildings in Western Canada. It is fireproof construction on the Kahn system of red brick and Bedford stone, with imposing entrances from three sides, the chief entrance from Eleventh Avenue being beneath the great clock tower, which rises in the south front of the building. On the lower ground is located the City Police Department, provision being made for cells, court-room, magistrate's room, lawyer's retiring-rooms, and clerk's office.

The chief feature of the main floor of the building is the council-chamber—58ft. by 43ft. in area—with three committee-rooms and Mayor's parlour leading out. From the spacious and well-lighted main entrance hall and vestibules open out the various offices of the city clerk, assessor, treasurer, and solicitor. The greater part of the second floor is taken up with the public auditorium, which, with a gallery, seats about 1,000 persons. In addition to this, the city engineer's office is located on this floor, and provision has been made for a public library and reading-room. The whole building has been beautifully furnished with quarter-cut oak of a dull golden finish, and

METROPOLITAN METHODIST CHURCH, REGINA.

the Mayor and council, as well as the citizens of Regina, are very proud to show their City Hall to visitors, who one and all express admiration.

Two new hotels, in addition to many smaller ones that have been erected in the last two years, must be especially mentioned. The first is the King's Hotel on Scarth Street, and the second the Wascana Hotel on Hamilton Street. The former is four stories high, with a frontage of 100ft. on Scarth Street and a depth of 115ft. It contains about 100 bedrooms, large dining-room, grill-room, lounge-rooms, sample-rooms, etc. Every room has water laid on, and there are 30 bathrooms. The building throughout is in the mission style, with antique oak trim dados and beamed ceilings. The cost of the building and furniture was close on to a quarter of a million dollars.

The Wascana Hotel, on Hamilton Street, is also a first-class hotel in every way. It was opened in July, 1907, and has made a name for itself among the commercial men in the west as being homelike, comfortable, well furnished, and with an excellent cuisine.

The list of new buildings would not be complete without making mention of the two new blocks on Rose Street, facing the City Hall, erected last year by Mayor Smith and R. H. Williams, two prominent business men who have stayed with the city since her earliest days, and have reaped their reward. The two blocks were erected simultaneously, and are of similar design, being faced with red brick and white cut stone trimmings. Mayor Smith's block is used for stores on the ground floor and offices above. The Williams' block has been laid out in apartments, and there are 30 suites in all, which are all taken and eagerly sought after. The ground floor is laid out for restaurant and dining-room, and in the basement is a complete kitchen, the intention being to cater for the people living in the building as well as run a first-class restaurant.

I have only made mention of a few of the principal business blocks in the centre of the city, but a further remarkable sign of the progress of the city is the splendid type of residence which has been erected, mainly to the south of the city. These are a sure indication of the faith which her citizens have in Regina, and without this faith no city will ever become great. That Regina is destined to become a great distributing centre in the near future admits of no doubt, and will result as a natural sequence to the great development that will take place in the country. The great asset of the west is its wonderful extent of rich new lands.

PROSPERITY IN CANADA.

Some Official Statistics.

The field crop and live stock bulletin for July, issued by the Census and Statistics Office of the Canadian Government, in dealing with the crop prospects, says:—

"The heat and drought of July have lowered the condition of field crops all over Canada, but less in Ontario and Alberta than elsewhere, because the ripening season in those provinces has been earlier. Measured on the basis of 100 for a standard condition, being a full crop of good quality, wheat fell during the month from 84 to 76, oats from 90 to 81, barley from 83 to 80, rye from 92 to 78, peas from 82 to 79, mixed grains from 84 to 81, and hay and clover from 87 to 82. Beans alone have not deteriorated; their condition at the end of the month was 75 per cent., or one more than at the end of June. Other crops show conditions for the end of July of 78 for potatoes, 74 for turnips, 73 for sugar beets, 75 for other roots, 77 for husking corn, and 83 for fodder corn.

"It was too early at the end of July to give estimates of production for the lower provinces and British Columbia, but from the reports of correspondents in Quebec, Ontario, Manitoba, Saskatchewan, and Alberta, the yields of wheat, oats, barley, and hay and clover are computed to be as shown in the following table:—

Provinces.	Wheat. bu.	Oats. bu.	Barley. bu.	Hay and Clover. tons.
Quebec	1,575,000	37,008,000	2,289,000	3,616,000
Ontario	18,164,000	111,888,000	20,804,000	4,972,000
Manitoba	56,164,000	54,202,000	21,184,000	158,000
Saskatchewan.	47,080,000	38,130,000	2,640,000	24,000
Alberta	7,280,000	28,026,000	4,773,000	10,000
Totals	130,263,000	269,254,000	51,690,000	8,780,000

"In the western parts of Ontario harvesting and haying operations were largely completed at the end of July, and in Alberta they were under way. In Saskatchewan and Manitoba cutting was not expected to begin earlier than the second week of August.

"The comparative condition of live stock for the Dominion at the end of the months of June and July is shown in the next table:—

Animals.	June 30. p.c.	July 31. p.c.
Horses	94	86
Milch cows	94	85
Other horned cattle	87	83
Sheep	83	78
Swine	85	80

"The condition has been uniformly lowered in every province, as a result of the dry weather, but animals of every class are reported to be in a healthy state."

A Winnipeg correspondent writes as follows:—

"The prospects of the West are exceedingly encouraging. The harvest will be a splendid one, though not perhaps quite so great and so bountiful as we supposed a month or so ago. The estimate then made was that the West would produce from 120,000,000 to 125,000,000 bushels; a more conservative and a more accurate estimate on the very threshold of harvest is from 110,000,000 to 115,000,000 bushels, or some 25,000,000 to 30,000,000 bushels more than last year. An additional acreage equal to about 20 per cent. has been sown in wheat, taking the three Provinces as a whole. In the newer Province of Saskatchewan the increased acreage would reach 35 per cent. more than last year. There is no smut, no rust, no frost; the harvest weather prevailing is idealistic, bright sunshine, cooling winds, and clear skies. We are looking forward with every confidence to the gathering of the greatest harvest that Western Canada has ever known, and we believe the effect of this harvest will be to inspire new hope, new strength, and new determination into the western people. At the moment I am writing thousands of harvesters are swarming round the office of the Commissioner of Immigration. The sun is shining clearly and strongly, with an invigorating breeze that makes field operations possible under the least fatiguing conditions.

"The railway companies—the Canadian Pacific, the Canadian Northern, and the Grand Trunk Pacific, are making special preparations to handle the harvest. The Grand Trunk Pacific, like a fresh young giant, comes into the work for the first time, and will carry wheat from the Battle River, 700 miles west, right into Winnipeg. Mr. Morse and his able lieutenants are crowding in vast stocks of equipment in the shape of cars, locomotives, and operators. I have no doubt that with the addition of this new and magnificent railroad coming into operation this fall for the first time, we shall not have a recurrence of the blockades in the delivery of wheat which have been too common in past years."

In the first six months of the calendar year 405 less homestead entries were received than were registered during the corresponding period in 1907, the figures being 13,749, as against 14,154. The Americans head the list with 908; the English come next with 461, and Canadians from Ontario are in third place with 304 entries.

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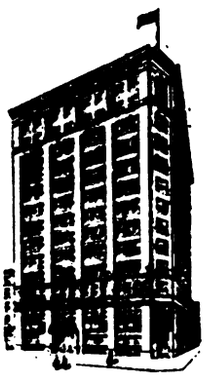

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VERMILION: A RISING ALBERTA TOWN.

Vermilion, a town of rapidly increasing importance and size, situated in the midst of some 1,800,000 acres in the fertile valley of the Saskatchewan River, is a divisional point on the main line of the Canadian Northern Railway, 129 miles east of Edmonton. The town first came into existence in 1905, when the steel reached the Vermilion River, from which the place takes its name. The town is in advance of many others in the West, and the solidity of the buildings and paving of the streets shows that the Council are doing their utmost to improve the appearance and raise the assessment of the town. At the end of the first few months (1906) the assessment of the town was $550, last year it was $710,000.

THE MAIN STREET OF VERMILION.

The principal industry is, of course, farming and stock-rearing. The valley of the Saskatchewan contains some of the most fertile soil in the world, and the territory drained by the Vermilion River is unsurpassed either for stock-breeding or grain, vegetable, and fruit growing. During one year wheat yielded 50 bushels and oats 100 bushels to the acre. The growth of grain is rapid, wheat ripening in from 90 to 100 days. The weather is so favourable that cattle, except milch cows and calves, are not housed either in winter or summer, and the feeding of them is only necessary from Christmas until April. The hay, a product of the wild grasses, is nutritious and plentiful.

When it has become expedient to divide Alberta into counties, as in the older provinces, Vermilion will undoubtedly be elected as a county town. This means that administrative buildings will be built, with offices for the county officials, and added prominence will be given the place as the leading town in the east central part of the province.

THE CANADIAN NORTHERN RAILWAY.

Earnings and Mileage.

This railway, which is generally known in Canada as the Mackenzie-Mann railway system, has enjoyed remarkable growth in the few years of its existence, a growth which is typical of the prosperity and growth of the Dominion of Canada. From 1,236 miles which it was operating in 1903—the first year in which it issued an annual report—it had grown to 2,874 miles in April, 1908, an addition in five years of 1,638 miles, or 1.32 per cent. Another 350 miles has been completed, and will soon be put in use, making the total mileage 3,224.

During this period the company's capital stock has been increased from $25,750,000 to $30,750,000, although it is proposed to issue $20,000,000 more in the near future.

Bonds and debenture stocks outstanding have been increased from $13,918,128 in 1903 to $48,285,985 in 1907.

Earnings and charges have increased as follows:—

	1907.	1903.	Increase
Gross	$8,350,198	$2,449,579	$5,900,619
Operating expenses	5,424,163	1,589,293	3,834,870
Net	$2,926,034	$860,286	$2,065,748
Charges	1,882,489	637,365	1,245,124
Surplus	$1,043,545	$222,921	$820,624

It will be seen that the company has earned its charges with a safe margin. The fact that the Government of Manitoba and the Dominion have guaranteed most of its bonds and debenture stocks has enabled money to be raised on very advantageous terms.

Land Grants.

The company has a surplus in this account of $6,764,638, besides deferred payments due on land sales of $4,871,039, and 1,828,250 acres still unsold in Manitoba and Saskatchewan.

The company already has lines in operation, in course of construction, or ready for the contractors from Nova Scotia to British Columbia.

Through its subsidiaries the Canadian Northern Ontario and the Canadian Northern Quebec, the company has an entrance into Quebec, Montreal, and Toronto. The lines already in operation derive a great amount of traffic from the iron range country of Ontario and the grain provinces of Manitoba and Saskatchewan.

In the past the Canadian roads have not been disappointed in their belief that new branches into thinly populated sections would result in developing them to a point where they would originate enough traffic to make railroad operation profitable. The fact that the Canadian Northern has succeeded in earning its fixed charges and considerably more in its early years indicates a fuller measure of prosperity with succeeding years.

To carry on its extension work the company's capitalisation and bonded indebtedness have been increased as follows:—

Year.	Capital Stock.	Bonds and Debenture Stock.
1903	$25,750,000	$13,918,128
1904	25,750,000	15,968,336
1905	30,750,000	23,995,580
1906	30,750,000	39,667,385
1907	30,750,000	48,285,985

The Canadian Northern earned in 1907 3.39 per cent. on its capital stock, as against 2.33 per cent. in the year before. In the year just closed results were less satisfactory.

WONDERFUL COBALT.

Wealth of the Nipissing Property.

Writing of the Nipissing Property in the *Mining Journal*, Mr. Alex. Gray, says:—"Of Nipissing and its future, its ambitious proportions and ramifying ore bodies, it might be safer to concisely put it that if you deal with certainties you may be discredited in greater degree than if your fancy ran riot with the uncertainties. In a table of 'ore available' (included in his article), ten veins are credited with a value of £200,000, of 16.66 per cent. of the capital at par. Besides, there is another £200,000 in cash in hand or in cash assets, making the cash position or its equivalent such that 30 per cent. of the capital of the company exists in quick assets or coin. This makes Nipissing pre-eminent as having returned 39 per cent., or thereabouts, to all who have been identified with it from the beginning, and as having enough within reach to start out on final payments in reimbursement of shareholders. The question therefore recurs upon the ability of Nipissing to duplicate its three and a-half years' achievements.

"Upon this there is disagreement. Half of the Nipissing acres are practically unprospected, and where the management are prospecting or working—metaphorically speaking—a molehill is apt to become a mountain in a twinkling. Meanwhile the Nipissing company hope to keep their cash and bullion position around £200,000 without encroaching upon reserves, and to bring enough auxiliary veins into their statements of 'available ore' to convince investors that an ugly speculative duckling can develop many graces, especially at Cobalt.

"It has twenty-five miles of trenching and 4,936 ft. of shaft sinking, raising, drifting, and crosscutting to locate prospect, and work its 102 veins, but one find recently in three weeks offset all the cost of surface exploration. If Nipissing had fewer veins, however, and they were more continuous laterally, prospecting could be simplified; yet the average of the ore shipped lends substance to the claim that what has been done presages corresponding results in ratio to the acreage.

"Turning the Trick."

"By way of illustrating the rapidity with which Nipissing veins have 'turned the trick,' the Kendall workings, near to the McKinley-Darragh premises, are urged. Four years ago the McKinley-Darragh was in the market at about £5,000. Now it is capitalised at £500,000, and managed by Mr. Robbins, once electrical engineer to De Beers. About eighteen months ago Nipissing soared to the empyrean without thought on the part of balloonists that they were a long way from safe aerial navigation. In the interim, since June, 1907, and after the shares gravitated nearer their true value, the Kendall vein was found in the conglomerate, near the Keewatin contact, and close to the McKinley-Darragh. It was a very rich vein, was opportune, and the company quarried £170,000 worth of silver out of a space 225 ft. by 55 ft.; in reality the ore extracted was worth £14 per square foot, which favourably compares with diamond mining, where a carat to the 16 cubic feet load is exceptional. Such jewellery shops enabled Nipissing to creditably survive the mistakes attending the company's earlier career; and to-day the management inform me there is £200.000 'in sight' or 'indicated,' as against the £74,000 reported in the tonnage of available ore as of August 1, Mr. Watson choosing to be conservative until a fault he has encountered on a diabase contact is satisfactorily diagnosed. If the diabase 'goes down,' the expectation is that the vein will carry its values along with it."

Some of the Camp's Surprises.

"Numerically, Nipissing veins exceed those of the combined shipping companies of the camp. To determine how many of these join on to each other is the object of the management. Nowhere is there such complicated networks and varied strata, such structural weaknesses, and such chances of revelations at the point of a pick. Over and over again Cobalt concerns, too heavily capitalised according to scientific conceptions, have evidenced mineralogical phenomena, and smirched their gambling coterie. There is more of the 'high-low' game at Cobalt than in any camp on record, and Nipissing, by virtue of its territorial possessions, veins, and bits of veins, is a large speculation, with enough security to make its shares safe buying on or about a par basis, leaving ample latitude for speculative advances. The Coniagas forty acres are worth £800,000, because of the actual development; the Buffalo forty acres are valued at £400,000, and the Trethewey forty acres at £185.000. The Nipissing has about 125 acres alongside of these, so that what birds it has in hand, added to what there are in 'the bush,' promise plentitude. In justice to those who reckon so, it is to be said that the ore bodies located in July, and as proved on the Coniagas, Trethewey, and Nipissing ground—one carrying 3,000 ozs. to the ton—lend substance to the contention that Cobalt has more surprises in store."

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FRUIT GROWING IN THE KOOTENAY VALLEY

IT is many years ago now that the fruit-growing properties of the soil in California were discovered, causing a rush of Britishers and others to acquire land for fruit ranches. Investigations and experiments have led to similar results in parts of Canada. The fruit-lands of Southern Ontario, especially in the Niagara peninsula, and of Nova Scotia, have becomes famous. The latest boom in the way of fruit-growing has come from British Columbia. For some time British Columbia fruit has been making headway in the market, and there is no doubt that in parts—such, for instance, as the Kootenay Valley—fruit-growers are rivalling competitors in other districts.

Fruit Growing and Farming compared.

The fruit-grower has many advantages which the wheat-grower has not—that is, that after some years of work his land increases annually in value, not because of its advantageous site or any such consideration, but simply because the crop, so to speak, is always there. The wheat-grower gathers in his harvest, and his land is bare until he sows again. Then, again, though the fruit-grower must work very hard when he first settles on his ranch, he will not in later years have to work so hard; whereas the wheat-grower must each year go through much the same toil and anxiety. For the man with a little capital fruit-growing offers splendid opportunities. With the fruit lands of Ontario and Nova Scotia we have dealt in recent issues. We propose this week to say something about the possibilities of the Kootenay Valley, one of the most fertile spots in British Columbia. The Kootenay district may be described as the northernmost—and greater—portion of an island formed by the conjunction of the Columbia and Kootenay Rivers at a point not far from where they rise.

Fruit-growing, that until quite recent years was unknown in the Kootenay district has now passed the experimental stage, and is becoming one of its chief industries, and is tending to make the name of the district as famous for its fruit as it has been for its mineral wealth. The shores of the many lakes and rivers and the banks of the many streams falling into them are now dotted here and there with orchards, though many thousands of acres, as yet awaiting cultivation, are to be found along the West Arm, the Kootenay Lake, the Slocan Lake and River, and the other parts of the district, and upon these some of the finest of fruits grown in the Dominion can be produced.

PICKING FRUIT ON THE SHORES OF KOOTENAY LAKE.
The town of Nelson can be seen on the opposite shore.

A FRUIT FARM IN THE VALLEY.
Strawberries are growing between the rows of fruit trees.

Character of the Soil.

The soil in the Kootenay district is a rich silt with clay subsoil. During a period of ten years—in which nearly every variety of fruit and vegetables has been grown in this district—it has been pretty clearly proved that irrigation is not required, the land being so situated that moisture is supplied from the surrounding mountains until late in August—July and August being the months in irrigation districts when irrigation is required. Peach and apple trees throughout the Kootenay Valley have borne abundance of fruit ever since they were in bearing, without irrigation. But should irrigation be desired by fruit-growers in this valley, there is abundance of water available from never-failing mountain streams.

Climate.

Late frosts in the spring are comparatively rare, and the climate is mild. The season, however, is not so far advanced in the early spring as in other parts, and the trees and plants are therefore less liable to be injured by frost even should it occur, while the gentle rains, usually followed by bright sunshine, that are the general rule of the spring and early summer, assist in ripening the fruit quickly.

Quality of Fruit.

Owing to these climatic conditions, Kootenay has already gained fame for its fruit, especially for its apples and strawberries. The "big red" apple from Kootenay and "Kootenay Lake" strawberries command the highest market price at the points to which they are shipped. At the recent exhibition of the Royal Horticultural Society in London, England, the silver Banksian medal was awarded to Nelson District for its exhibit, while at the Provincial Exhibition held at New Westminster in the fall of 1906 Nelson gained the greatest number of points for apples in competition with the other districts of the province.

The Price of Land.

The price of fruit lands varies according to location, situation, and the amount of clearing to be done, and suitable land can be secured throughout the various parts of the district at prices ranging from $50 to $100 per acre. As a general rule it is better to begin by clearing sufficient land to put in strawberries and small fruits so as to ensure an early revenue, and then gradually to clear and improve the remainder for orchard purposes. Clearing can, however, be done by contract or by day labour. It may be broadly stated that with a capital of $2,000 to $2,500 twenty acres of good land can be cleared and planted with fruit trees and strawberries and other small fruits, and that this amount of land is sufficient for an ordinary family, and should afford a good and sufficient income to live well upon.

Hints to Settlers.

1. The capital required to start fruit-growing naturally varies in accordance with the views of the settler, but to one content with a small house as a start and paying for the land by four yearly instalments a capital of £250 should be sufficient. This is, however, the *minimum* sum; and should the settler be accompanied by his family it is well to be provided with a further sum at call as required.

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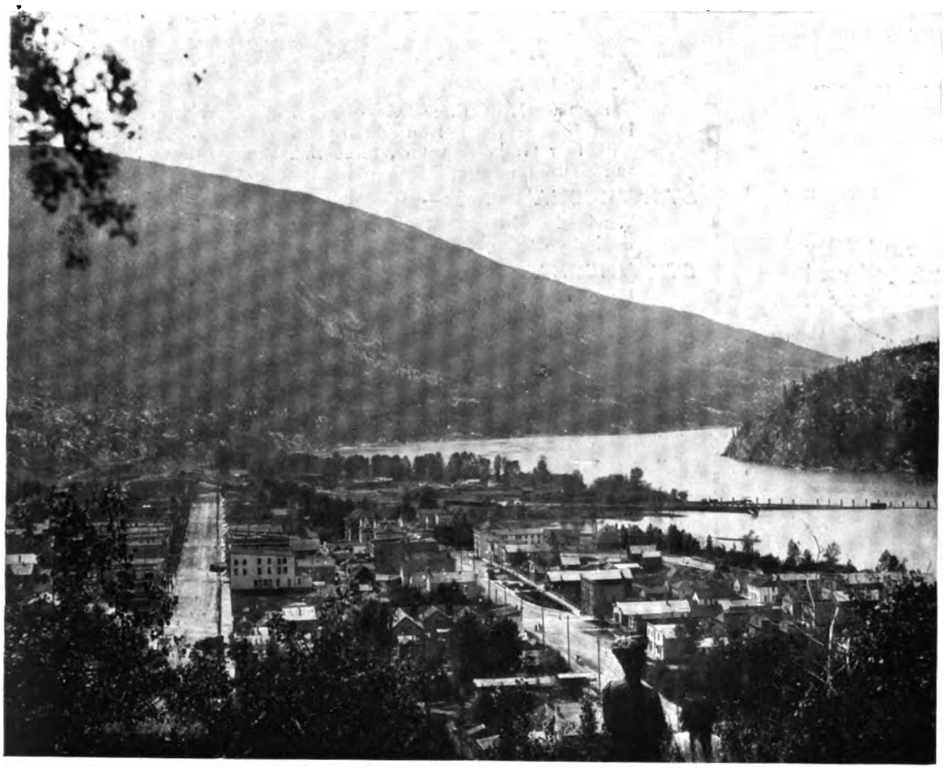
2. The profits to be obtained, of course, depend greatly on the personal endeavours of the rancher. Roughly, he must expect to lose £40 or £50 on the first year, to come out about even in the second year; in the third and fourth to clear about £100 to £150 per annum; and in the fifth to make about £350—afterwards a probable average yearly of £500 (varying with crop, of course).



THE CITY OF NELSON.

These sums do not include paying for the land, erection of house, purchase of fruit trees, etc., and all ordinary expenses.

3. The usual ranch consists of ten acres, which is as much as one man can conveniently look after.

4. If labour is required, it is easily obtained in Nelson, the usual method being to employ a Chinaman. Wages, $30 to $40 a month and board and lodging.

5. There is an inexhaustible market for the produce in the prairie provinces of Canada.

6. No previous experience of fruit-growing is necessary, common sense and the aid and advice of the neighbouring ranchers being all that is required. Neighbours are always willing to aid the new comer with their experience, besides which the Kootenay Fruit-growers' Association's expert is at all times available for advice. It is, in fact, waste of precious time to go as a labourer or pupil on a fruit ranch; you only do work for *another* which you should be doing for *yourself*.

7. The best time to go out is August or September, if possible. The settler then has plenty of time to clear and plant his ranch before the winter, besides getting himself comfortably "fixed." The usual method is to get a return the first year from potatoes, etc., the second and immediately following years from potatoes and strawberries and other soft fruit. In case of inability to go out in the fall, then the early spring—*i.e.*, March—is the time to arrive.

8. The climate is delightful and the winter short. In the winter the thermometer rarely touches zero, and the summers are fine and the life most healthy. Ordinary clothing, as worn in Great Britain, suffices.

9. Intending settlers, leaving home about August, will find the pleasantest route to British Columbia to be viâ the Great Lakes on arriving in Canada. This route is no more expensive, and the traveller avoids a large portion of the tedious railway journey and obtains a view of some of the most lovely scenery in Canada. In the spring the lake route is closed and the journey is made entirely by rail.

10. A settler must make up his mind to work *hard* for four to five years; after that he will be able to take things easy.

11. Shooting, fishing, and boating are to be had for the asking (there are over 200 private motor launches on the Kootenay Lake alone).

12. On arrival it is well to stay at an hotel in Nelson (rates $2½ to $3 per diem) while small bungalow is being built on the ranch. Time of building about 10 to 14 days.

From Men on the Spot.

Mr. Richard Grigg, British Trade Commissioner, who recently made a tour through Western Canada, speaking of the fruit industry, said: "I never saw such magnificent fruit or trees of a form so nearly perfect as in the Kootenay."

Mr. F. G. Fanquier writes: "I have been living on my present location on the Lower Arrow Lake, at the Needles, about midway between Nakusp and Robson, for the past four years. My clearing has cost me from $30 to $40 per acre—that is, cleaned up clear of stumps and roots and ready for the plough. I have been very successful with strawberries, one year clearing $523.50 off a little less than a third of an acre, and the picking was very high that season. This was taken from the year following planting. Small fruits of all kinds do very well here, especially raspberries; they will yield enormous crops if cared for. Apples, pears, plums, and cherries—all have given most satisfactory results with me. The early apples have come into bearing the second year after planting, and continued since then, giving more or less of a return every year; Bartlett pears the same."

Mr. Thomas Morley writes: "When I first came to the Kootenay country, wherever I went I found evidence of wild fruits growing. The varieties of such wild fruits attracted my attention, and I came to the conclusion that if wild fruits were indigenous to the soil, what were the possibilities of cultivating fruits for commercial purposes? I found the following wild fruits in my rambles: Strawberry, currant, gooseberry, raspberry, cherries, nuts, apples, and plums. This range of fruits was sufficient to show me that fruit-growing was capable of the highest development, and I secured a small tract of land contiguous to Nelson, on the west arm of Kootenay Lake, and proceeded to plant a variety of fruits on a very small scale. After a few years I was gratified to find that every variety of fruit that I planted developed the finest fruits possible—namely, apples, pears, peaches, grapes, and plums—and all the smaller varieties of fruits, as strawberries, raspberries, etc. The soil is wonderfully adapted for developing fruit of the very finest quality, being largely composed of granite and limestone."

SOME PRODUCE OF THE FERTILE KOOTENAY VALLEY.

Mr. James Johnstone writes: "In no part have I ever met such perfect conditions for ensured success and congenial surroundings as on the shores of Kootenay Lake, B.C. We have proved beyond doubt that our apples and cherries cannot be excelled by those grown in any other part of the world."

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132 acres situate on the Koksilah River, 1 mile from Cowichan Station, 30 miles from Victoria, 1½ miles from church and school, and 3 miles from the town of Duncans, where there is a good creamery. About half the land is along the river side, having two feet of black loam; the balance is upland suitable for fruit, all free from rock, about 35 acres cultivated, 25 pasture with some stumps. New Bungalow, 7 rooms, concrete cellar, wide verandah overlooking river, hot and cold water and acetylene gas in house, water to all stables, new barns and sheds, concrete root house and separator building. Ten cows, two horses, wagons, implements of all kinds.

Price, including stock, &c., $12,500.

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STRATHCONA

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STRATHCONA *has*—

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Situated between the Battle River and Bittern Lake, 14 miles east of Wetaskiwin, Central Alberta. New dwelling houses, barns, stables, granaries, windmill, &c.; 30 miles of first-class wire fence. About 150 horses, 100 cattle, 100 hogs, 100 fowl. All necessary implements, saddles, &c. Good springs besides three miles frontage on Battle River. A vein of excellent coal, also iron ore assaying metallic iron 51.62 per cent.

400 acres cultivated, 1,200 acres hay, good roads, railways with shipping facilities.

Price $100,000.

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RAILWAY PROGRESS.

A Review of the Season.

It is estimated that 1,500 miles of new railway are in course of construction in the Canadian West during the present season which will be available for the crop-moving this fall. The operation of these new lines will mean a large increase in the amount of grain which the railways can handle before winter sets in. The districts which are served by the new lines are in some instances tolerably well settled; but distance from the lines of communication has heretofore made it difficult to get the crop to market. It goes without saying that advantage will be taken to the full of the facilities which the newly-constructed lines afford. The season now drawing to a close has been most favourable alike for wheat-growing and for railway building, and splendid progress has been made, accordingly, not only on the new Transcontinental line, which is the largest individual enterprise on hand at present, but also on many smaller undertakings which the Canadian Pacific Railway, the Canadian Northern Railway, and other companies have had in hand.

The western division of the Transcontinental, which is being built by the Grand Trunk Pacific Company, is already completed from Winnipeg 675 miles to the Battle River, and it is expected that at least 5,000,000 bushels of grain will be taken out over it this fall. A large bridge is under construction across the Battle River, and as soon as it is finished construction work will be rushed between that point and Edmonton, the expectation being that this link will be ready for operation by the middle of November. Delays have occurred on the portion of the Transcontinental from Winnipeg eastward to the Great Lakes. The portion of this line from Port Arthur to Lake Superior Junction will be ready late this fall, but the stretch from Lake Superior Junction to Winnipeg cannot be opened to traffic before spring. East of Lake Superior Junction the main line of the Transcontinental is in process of construction for the greater part of the way through to Moncton, in the province of New Brunswick, and next season it will be possible to open some sections of it to traffic. The difficulties encountered in the construction of this line—remote as it is from settlement—are enormous, and have only been surmounted by the exercise of organisation and engineering skill of the very highest order.

The Canadian Pacific Railway Company has had a very difficult and important work in hand for several seasons past in the double-tracking of its line between Winnipeg and the head of the Great Lakes; difficult because of the fact that the work had to be carried on without holding up the immense traffic which is pouring over the single track, and important because of the increased facilities it will afford for the transport of goods and passengers over this extremely busy portion of the Transcontinental system. The road-bed for the double track is finished, and it is expected that the track-laying will be finished this fall. Apart from this, the Canadian Pacific Railway Company has completed its line from Toronto to Sudbury, which has the effect of placing Toronto on the main line of the Transcontinental, and brings it also into direct touch with the Sudbury mining district, Sault Ste. Marie with its steel, pulp, paper, and other industries, and with Winnipeg and the Canadian North-west.

The Canadian Pacific Railway has several new branches in the west which will be ready to take their part in the transport of this season's crop. These are: The line from Asquith to Wilkie, which is a link in the proposed Canadian Pacific Railway direct line from Winnipeg to Edmonton. Wilkie is 117 miles west of Saskatoon, and the centre of a rich wheat-producing section. The Morgan extension, 123 miles in length, will also be in operation this fall, and other lines open for the haulage of wheat will be the branch from Wolseley to Reston, 122 miles: the branch from Weyburn to Stoughton, 39 miles; and the Sheho extension, from Foam Lake to Lanigan, 80 miles.

The Canadian Northern has made important additions to its system both in Eastern and Western Canada. By the construction of a line north from Parry Sound the Canadian Northern has been enabled to open a service from Toronto to Sudbury, which not only opens up a new route through the Sudbury district, but taps the Moose Mountain iron deposits, and establishes a new harbour at Key Inlet, on Georgian Bay. The Company is constructing a line from Hawkesbury into Ottawa, which will connect the Canadian Northern Quebec Railway with the capital. Surveys have also been made for a line from Ottawa to Toronto, and from Ottawa to Key Inlet, on Georgian Bay, which will practically complete the Canadian Northern Ontario and Quebec lines. The question of connecting up the Canadian Northern's system in Eastern Canada with that in the west, by the construction of a line from Sudbury to Port Arthur, a distance of 550 miles, will probably not be definitely taken in hand until the connection between the Toronto-Sudbury line and the Hawkesbury-Ottawa line has been completed.

The Canadian Northern has completed a line, 200 miles in length, from Brandon to Regina, and is about to establish a train service thereon. Other branches which it has had in hand this season run from Saskatoon south to Goose Lake, and the Thunder Hill line to serve the district between the main line and the Prince Albert branch and the Rossburn branch. It is reported that the Canadian Northern will reach out, at an early date, for a connection with Calgary.

The International Railway of New Brunswick is the name of a new line which has been built this season from Campbellton, on the Intercolonial Railway, to St. Leonards, on the River St. John.

The Temiskaming and Northern Ontario Railway, which is owned by the province of Ontario, is being extended northward to a connection with the Grand Trunk Pacific main line at Cochrane. When this is accomplished this fall the Temiskaming and Northern Ontario Railway will have a length of 253 miles.

A RECORD OF CANADIAN PRICES.

The following is the range of prices of some of the most active stocks listed on the Toronto Stock Exchange, corrected to Aug. 28:—

NAME.	1906.		1907.		1908.	
	High.	Low.	High.	Low.	High.	Low.
BANKS.						
Commerce	190½	169	180	152	164	155
Dominion	283	262	267	216	231	216
Imperial	254½	225	230	195	222	209
Merchants	176	160½	170	150	158	153½
Montreal	261	252¼	257	224¾	243	227
Toronto	251	222	235¼	200	215	205
Traders	155	138½	140	123	131	122
RAILWAYS.						
C.P.R.	201	156	195⅛	138	176¾	140
Minn. St. P. & Soo	164	134	140¼	60	123¾	81
" " " pref.	183¾	163½	168	110	149½	123½
Rio	47	38½	48	26½	64¼	29½
Sao Paulo	146	125	138½	94	156½	110½
Toronto	126	104	115¼	83	107¼	94
Twin City	122½	102¼	108¾	68½	92½	79
Winnipeg Electric	190	160	185	119½	167½	124
MISCELLANEOUS.						
Bell Telephone	158¾	144⅞	145	115	138	123
Consumers' Gas	209	200	206	184	197	182
Dominion Coal	84¾	58	70½	37	60	37⅞
Dominion Steel	34½	20½	25½	12⅞	18¾	14
" " pref.	83½	63	66½	36	68¼	42¾
General Electric	155	130	136¼	77¼	105	83
Lake of the Woods	100	89	90	61	90¼	71
" " pref.	115	108	112	99¾	115	103
Mexican	70	47	57¼	35	78	46
N.S. Steel	74½	59½	82	46	62	41⅞
Toronto Electric	171	152	160	110	118	110

FLUCTUATIONS IN COBALT SHARES.

The following is a comparison of the prices of the principal Cobalt shares on the latest date available, compared with the quotations to hand on June 5 and July 4 last:—

COMPANY.	Par Value.	On July 4.	On Aug. 1.	On Aug. 28.
Foster-Cobalt	$1.00	.45½	.37½	.40
Trethewey	$1.00	.80	.98¼	.82¼xd
Buffalo	$1.00	1.80	1.95	2.25
McKinley-Darragh Savage	$1.00	.74	.73	.79
Cobalt Silver Queen	$1.00	1.06	1.08½	1.04¾
Coniagas	$5.00	5.87½	5.30	4.95
Kerr Lake	$5.00	2.50	2.80	3.10
University	$10.00	4.00	3.25	3.75
Nipissing	$5.00	6.99½	7.20	8.87½
Nova Scotia	$1.00	.29	.28	.35½
Temiskaming (new)	$1.00	.42¾	.51½	.70½

THE DEVELOPMENT OF CANADIAN LOAN COMPANIES.

The enormous growth of the operations of loan companies and building societies is illustrated by statistics published in the newly issued official Canada Year Book, which show the following remarkable increases during the last thirty years:—

LOAN COMPANIES AND BUILDING SOCIETIES.

Calendar year.	Amount of loans.	ASSETS. Securities, cash and property.	Total assets.
1877	$28,993,843	$1,486,828	$30,480,671
1887	90,611,278	10,618,032	101,229,310
1897	114,672,408	27,856,394	142,528,802
1898	116,145,533	29,235,387	145,378,920
1899	119,792,879	28,821,241	148,614,120
1900	123,419,223	29,221,042	152,640,265
1901	125,887,911	32,635,396	158,523,307
1902	130,921,549	31,610,144	162,531,693
1903	134,295,248	33,004,499	167,299,747
1904	140,701,629	36,183,383	176,885,012
1905	160,370,957	47,710,270	208,081,227
1906	170,122,423	61,954,024	232,076,447

In the year 1906 these assets of $232,076,447 were made up as follows:—

Current Loans on Real Estate	$147,803,601
Loans on Dominion and Provincial Securities	200,400
Loans on County and City Securities	249,761
Loans on Township and Village Securities	502,831
Loans on School Section Securities	6,265
Loans on Loan Companies Debentures	121,909
Loans to Shareholders on their Stock	914,827
Otherwise Secured	20,322,829
Total	$170,122,423

The balance of $61,954,024 was made up of property owned in the form of Dominion, Provincial and Municipal Securities, Debentures, etc.

Mr. Valdemar Poulsens has started some new interesting experiments with his wireless system in connection with the forthcoming opening service between West Ireland and Canada. He thinks he can easily send 150 words a minute by the new apparatus.

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ALBERTA.

Population, 20,000. Assessment, $21,958,700. Capital of Alberta.

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Grand Trunk Pacific.
Canadian Pacific.
Edmonton Yukon Pacific.
Edmonton & Lesser Slave Lake.

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Twenty Hotels.
Fifteen Churches.
Twelve Public Schools.
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$1,000,000 Packing Plant.

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SPECIAL ILLUSTRATED ARTICLES
Descriptive of particular Towns and Districts in the Dominion,

have frequently appeared in "Canada."

Beneath we give a list of the towns and districts dealt with recently, together with the number of the issue of "Canada" in which each article appeared:—

	Issue No.
BATTLEFORD	93
BRANDON	79 & 128
CALGARY	104
COBALT	128
EDMONTON	120
FORT WILLIAM	112
HAMILTON	127
KELOWNA	112
LLOYDMINSTER & BARR COLONY	85 & 132
MEDICINE HAT	99
MEAFORD	128
MELFORT	87
MOOSE JAW	89 & 112
MONTREAL	108
PORT ARTHUR	73 & 116
PRINCE ALBERT	84 & 132
PRINCE RUPERT	112
PROVINCE OF NOVA SCOTIA	108 & 123
RED DEER	120
REGINA	88 & 128
SASKATCHEWAN VALLEY	82
SASKATOON	124
SOUTHERN ALBERTA	102
STRATHCONA	116 & 124
TORONTO	136
VANCOUVER	116
WETASKIWIN	116
WEYBURN	97
WINNIPEG	126

Copies of these Numbers, containing information regarding any special locality, may be obtained, price **6½d.** each, from the Publisher of "CANADA," 34-35, Norfolk Street, Strand, London, W.C.

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REAL ESTATE NOTES.

Montreal.—"The building record in Montreal for the past seven months has admittedly not been as satisfactory as it might. Comparisons with the previous year, however, are misleading, as in the case of the import returns, for the year in question was one of record-breaking and phenomenal activity in certain lines," says the *Montreal Herald*. The journal goes on to say:—"So long as the cost of living in Montreal remains at the level it has reached in the last few years, so long will there be a marked squeezing out of population to cheaper places when the demand for expert workmanship ceases to produce remuneration to offset that cost. Montreal's population has grown in spite of its conditions as a place of resdence, not because of it. Just as soon as the general trade of the country again makes this city a scene of feverish activity like last year's—and there are plenty of indications of the coming resumption—just so soon will the pressure of population recommence. But if population is to be attracted here ahead of that resumption, Montreal will have to be made a much cheaper place than it is now.

Last year the increase in real estate values was twenty-one million dollars. Never in the history of the city was there a year with such a phenomenal growth. The total assessed valuation of all the real estate in the city was two hundred and seventy-five million dollars.

According to figures, now completed by the assessors, it is shown that, for the current year, the increased assessed values of property in the city will foot up fully eight millions of dollars. This is considered to be most satisfactory by the assessors, as they point out that the times have not been good this year, and that building operations have fallen off in a marked degree. The fact that there should have been an increase of values to the amount of eight millions is considered to be most remarkable.

It is also shown that the property exempt from taxation in the city for the present year, will be fifty-seven millions and a half. The exempted property belongs to churches, the Government, the Legislature, and to the city.

Ottawa.—Though the real estate market here has been dull, there is a marked scarcity of houses to let: only a few flats have been built this season. A prominent house agent states that the absence of needed building is entirely due to the difficulty in obtaining loans. "A man comes to us to buy property, and has perhaps an amount of money somewhat below $1,000, but even with that amount to pay down there is difficulty in getting mortgages for the remainder. The other day a man had $600 to pay down, on a property to be bought at between $2,000 and $3,000, but the owner would not take a mortgage for the remainder. It is a case of tightness of money still."

Toronto.—Figures given by the city assessors, who have completed the assessment of three out of the six wards of the city, show an increase in the value of property assessed over last year of $8,340,773. The increase for the other three wards will be easily as much more, bringing the total assessment for the year up to $222,128,763.

Population returns show an increase for the three wards of 7,469, and as the increase in the other three wards is believed to be still greater, the total increase in population for the year should reach 17,000, bringing the city's population up to over 290,000.

Property with about 5,000 feet frontage, near St. Clair Avenue, and east of Spadina Road, has been sold at the rate of about $20 per foot to New York capitalists, who will build a good class of residences thereon.

Port Arthur.—The plans of Mr. Cecil B. Smith, C.E., for the new service dam at the power-house have been rejected by the Power Commissioners, and it has been decided to build an $80,000 structure, instead of the $40,000 dam recommended by Mr. Smith.

THE BANK OF TORONTO'S YONGE STREET BRANCH, TORONTO.

Fort William.—Building permits aggregating $1,230,000 were issued up to August 25. Among the new structures are the hundred thousand dollar Cuthbertson block, and the John King warehouse, to cost ten thousand dollars.

Cochrane.—A new townsite that is believed to have a bright future before it, has been laid out at the junction of the Grand Trunk Pacific and the Temiskaming and Northern Ontario Railway. It has been named after the Ontario Minister of Mines, Hon. F. Cochrane.

The new townsite is now being surveyed and laid out, a thousand acres being reserved for this purpose by the Government and the commission. Proper allotments for school, park, and public buildings purposes will be made, but, in order that no possible suggestion of unfairness can be had, they will be offered by public auction on the townsite in October. The lots will be 60 by 132 feet each, and particulars will be published later.

There are three small lakes adjoining the site. Commando Lake, which is 50 or 60 feet deep, has excellent water, and will be kept for the town water supply. A boulevard will be built around the lake. All of the lakes are very pretty, and the townsite is regarded as a most desirable location.

Kenora.—The total assessment of the town for this year is placed at $2,637,564. A reduction of about $100,000 was made at the Court of Revision, and property valued at $177,450 is exempt from taxation, which places the total assessment at $2,360,114. This is an increase of about $200,000 over last year. The business assessment is $236,080, and the taxable income $238,935. The population is given at 6,257, which is a considerable increase over the figures of last year.

Winnipeg.—A substantial upward movement can be reported in August. Retail dealers realise that they must stock up as soon as possible in order to avoid the delays of a grain blockade. Increased building activity has made the hardware trade brisk, and money is becoming gradually easier.

The new King Edward School on Selkirk Ave, will cost $63,000. Work will proceed at once.

Efforts are being put forth by the Department of the Interior to preserve the growing timber in the Turtle mountain forest reserve. It is but about eleven years since the greater part of the timber in the reserve was destroyed by fire, since when a most rapid growth has taken place, trees reaching a height of from ten to fifteen feet.

Melita.—Mr. R. M. Graham, the Mayor of Melita, has effected the sale of the town's debentures, to the value of $9,000, to the National Trust Company, Winnipeg, on a 6 per cent. basis. Melita bonds are considered gilt-edge, as the town's total debt is only 3 per cent. of the assessed value.

Portage la Prairie.—As showing the rise in the price of farm land, we may instance the sale of a 480 acre farm, of which 330 acres were in crop, for $17,000, which is at the rate of $35 per acre.

Vonda, Sask.—Estimates of the quantity of wheat to be marketed here this year are between 400,000 to 500,000 bushels, the Galicians of the vicinity having enlarged their sowings. A number of French settlers have arrived here this month, who intend buying land hereabouts. A party of settlers from British Columbia has taken up five and a half sections of land about seven miles north of Vonda. A section of land (640 acres) ten miles north of Vonda was sold the other day for $15,000. This is $23.43 per acre.

New Westminster.—The continued and rapid growth of this city is being seen every day by the large number of new houses which are being erected and the few vacant lots left in the principal residential sections are being rapidly filled with homes. Another interesting fact is that almost every house built this year is being occupied by the owner, and, in spite of the great increase in the number of houses, it is still impossible to rent a house.

THE NEW SASKATCHEWAN PARLIAMENT BUILDINGS NOW BEING ERECTED AT REGINA.

Nokomis.—This place, which was founded last year at the crossing of the C.P.R.'s Saskatoon line with the main line of the Grand Trunk Pacific, is already a flourishing city. A hospital has just been built costing $5,000. A four room school-house, costing $12,000, is under construction, and the Canadian Northern have surveyed a line to it. Nokomis promises to be one of the busy towns brought into being by the construction of the new transcontinental route. Already the people insist that it will be the commercial centre of the Last Mountain valley district.

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REGINA, SASKATCHEWAN.

REGINA

The Capital of Saskatchewan.

"The Richest Portion of the North-West."
(Sir John Macdonald's Description of the Regina District.)

The Wholesale and Distributing Centre of the Great West.

When you locate a Factory or Warehouse in Regina you secure a track site from the City at nominal cost.

If you are interested in a good thing, write for further information to

H. C. LAWSON,
Commissioner and Secretary Regina Board of Trade.
P.O. BOX 494.

SASKATOON, SASKATCHEWAN.

SASKATOON, Sask.,
The City-Heart of Western Canada; the Meeting Point of Three Great Transcontinental Railways, and this year the centre of the greatest railway development in the whole world. See any recent, reliable map.

Nine outlets by rail from Saskatoon. Splendid adjacent transportation for farmers. Crop failure unknown. Harvest comes certain as night following day.
Splendid Climate; Beautiful Country; CHEAP, SPLENDID LAND; a happy, eminently prosperous, English-speaking community.
Exceptional openings for market gardeners, mixed farmers, dairy farmers, hog raisers, poultry farmers, &c.—For all information, write
F. MACLURE SCLANDERS, Commissioner, Board of Trade, Saskatoon, Sask., Western Canada.

THE Haslam Land & Investment Co., Ltd.

We have for Sale 100,000 acres of the choicest wheat land in the Province of Saskatchewan.

We were the first company to bring a party of American settlers into the Province of Saskatchewan, and have sold 400,000 acres since.

We have made hundreds of thousands of dollars for our clients and purchasers.

Send for our illustrated booklet, "The Home Builders," and testimonials from our customers.

The Haslam Land & Investment Company, Ltd.,
REGINA, SASKATCHEWAN.

SASKATOON

The Hub of the Saskatchewan Wheat Belt.

We have 7,000 acres of first-class farming land, all within five miles of the Canadian Northern Railway, now under construction. Also well located acreage property adjoining the Canadian Pacific Railway, and close to the city, suitable for manufacturing sites and trackage.

Liberal Inducements Offered to New Enterprises. Loans negotiated for non-residents, and properties carefully looked after. Correspondence solicited.

References — BANK OF NOVA SCOTIA.

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Second Avenue, Saskatoon, Sask, Canada.

W. W. HILTON,

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REGINA, SASK. ***P.O. Box 389.***

Plans and Specifications in detail furnished on short notice.

VALUATIONS MADE.

Guaranteed Mortgages.

We invest Clients' funds in First Mortgages on Improved Farm Lands to net 6 per cent. or 7 per cent. No expense. Loaning up to not more than 40 per cent. on conservative valuation.

Principal Guaranteed. Absolute Security for handling funds. Write for plan.

References:—
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THE COULTHARD-ALEXANDER CO., Ltd.,
Paid-up Capital $50,000.
REAL ESTATE. LOANS. INSURANCE.
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AGENTS WANTED WHERE NOT REPRESENTED.

WESTERN CANADA LANDS

IN SASKATCHEWAN, ALBERTA, AND BRITISH COLUMBIA.

HOMESTEADERS LOCATED.

20,000 Acres of Script adjoining our lands For Sale at $7 per Acre
Lands For Sale in Large and Small Tracts.

We have 200,000 acres of choice lands close to the Grand Trunk Pacific and Canadian Pacific Railways to choose from. Prices $9 to $12 per acre. Homesteads located adjoining, if required.

AGENTS FOR LANDS OF THE UNION TRUST COMPANY, TORONTO.
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Write for information:

THE DOMINION CO-OPERATIVE REALTY CO.
Head Office: NORTH BATTLEFORD, SASK.
C. L. COLEMAN, Pres.
BANKERS—British North America. SOLICITOR—Alder Brehaut.
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W. W. HOFFMAN, Bordon, Sask. L. T. DOSSE, Denholm, Sask.
DAVID CLAPP, Radisson, Sask. W. R. MENZIE, North Battleford.

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REAL ESTATE NOTES.

(continued)

Gleichen, Alta.—The Namaka Farm, twelve miles east of Gleichen, has been sold for the sum of $175,000, and the first payment of $10,000 made. The entire 11,000 acres will be cultivated by a wealthy U.S. syndicate, who are the new owners. Only 1,400 acres were cultivated this year. It lies directly south of the Namaka Station, and is bounded on the east by the Blackfoot Indian reservation, running south seven miles towards the Bow river.

Victoria.—During the first three weeks of August the total value of the buildings for which permits have been taken out is $93,570, which makes a total for the year to date of $720,420. This latter amount, together with the expenditure on buildings erected in the adjoining municipality of Oak Bay and Saanich and in Esquimalt will bring the total to date well over the three-quarter of a million mark.

This year to date a total of 366 permits have been issued, by far the greater number being for dwellings.

Vancouver.—Although at this time of the year much activity is not expected in real estate circles, the reports of the agents indicate that a satisfactory amount of business is being done, and some brokers wax enthusiastic over the present condition and the outlook for the future. Recent sales include city property, residential and unimproved, suburban holdings, acreage and subdivision, small ranches in the vicinity of New Westminster, and larger farming tracts in both the north and south Fraser districts and property eligibly located for summer resort purposes.

The prices obtained are up to the standard set by previous sales and indicate the stability of present valuations.

One agent who has been in touch with States investors states that there will be a large influx of capital from that source to the Vancouver realty market within a few months. The experience in investments in this vicinity by those placing money here last year has led to the spread of the fame of the city as good field for investment, and with the coming of easier money United States funds will undoubtedly find their way here. One of the strongest points in the minds of American investors in favour of Vancouver as a field of operation is the wonderful manner in which the valuations were maintained here during the financial stringency of last year.

A firm who makes a specialty of subdivision holdings states that there is still an excellent demand for low-priced lots near the city limits. Inquiry for acreage for the purpose of subdivision sales in the autumn is being made, South Vancouver property being the favourite location.

The announcement of the route of the second section of the B. C. Electric Railway Company's line to Chilliwack, extending the road as far as Abbotsford, has stimulated activity in ranch property all through Langley, Surrey, and Matqui. It is probable that within a short time a number of small acreage subdivisions will be placed on the market in these districts.

Kelowna.—A land deal of importance, and one which will have a most beneficial effect on the business interests of Kelowna, was recently concluded when a Belgian syndicate, headed by Count Le Grelle, acquired the entire interests of the Ideal Fruitlands Company in the bench lands east of Kelowna. The area purchased amounts to about 10,000 acres, and includes lands belonging to the following former owners:—Kelowna Land and Orchard Company, 4,000 acres; J. Hepburn, 1,200 acres; J. Dilworth, 2,500 acres; Hall and Conkling, 1,600 acres; J. McClure, 320 acres, and some smaller tracts.

MICHEL, B.C., A TOWN WHICH ESCAPED THE RECENT DISASTROUS FIRES.

Prince Rupert.—An interesting event in the progress of the Pacific Coast Terminal-Prince Rupert-Grand Trunk Pacific Railroad, at present under construction, is that on August 6 the Prince Rupert Inn and Annex Hotel, owned and operated by the Grand Trunk Pacific Railroad, was opened for business with a grand reception and ball. These hostelries are now open for business, both on the American and European plan. First-class accommodation is provided by Mr. G. A. Sweet.

Nelson.—The arrival of settlers from the prairie provinces for the fruit land of the Kootenay is almost a daily occurrence. Singly and in parties would-be fruit-growers troop in, and now between Nelson and Proctor, twenty miles away, at the outlet of the main body of Kootenay Lake, the west arm of those waters is now so thickly settled that there remains little property to be had. The contiguity to Nelson is perhaps the reason why these lands have been taken up in preference to others. For, after all, they are merely narrow strips under the mountains along the lake edge.

Settlers are now going further afield, and it is probable that the next great rush will take place at Creston, which is at the head of Kootenay Lake, about seven miles from the International boundary line. There are at least 30,000 acres of available fruit land. Quite a settlement has already grown up. This year alone have been planted 40,000 trees.

QUEBEC'S SURPLUS.

For the fiscal year ended June 30, 1908, the surplus of the province of Quebec was:—

Ordinary payments from the Consolidated Revenue Fund, $4,980,990; surplus of ordinary receipts over ordinary expenditures, $1,035,696.

The debt on June 30 was $25,327,127, classified as follows:—

	dols.
Loan November 1, 1878...	2,682,500
Loan July 1, 1880	1,443,940
Loan July 1, 1882	2,493,080
Loan January 1, 1888 ...	3,182,800
Loan March 1, 1894	2,530,666
Loan December 30, 1894	5,332,976
Loan May 1, 1896	292,000
Loan April 1, 1897	1,360,000
Loan April 1, 1897	9,236,061
	28,554,023
Sinking fund invested...	3,720,918
Net funded debt (including increase of capital by conversion)	24,833,105

AMERICAN CAPITAL IN B.C.

New York capitalists are reported to have purchased sixteen thousand acres of cedar timber limits on the north-east side of Vancouver Island. They will pay three hundred thousand dollars, and will establish a logging camp this fall, and may erect a sawmill. Another lumber deal was that of Messrs. James and Somerville, of Memphis, Tenn., who have purchased three tracts aggregating twenty thousand acres between Jarvis Inlet and Grief Point, for which they will pay about four hundred thousand dollars.

Business at the Saskatoon land office is exceedingly brisk. Each morning finds a string of prospective homesteaders standing in line along the sidewalk. The real estate agents are busy, and quite a lot of farm lands are being disposed of. The demand is coming largely from the States, and from settlers who are enlarging their original holdings. More farm land has been sold within the last two months than during the whole of last year.

A Bird's-eye View ten years ago.

A Bird's-eye View to-day.

THE GROWTH OF VANCOUVER.

Seventeen sections, or 10,880 acres of coal lands in Eastern British Columbia will be developed by the Corbin Coal and Coke Company, just incorporated in Spokane with a capital stock of $1,000,000.

Any of our readers who wish for special information regarding any particular town or district of the Dominion should examine the list given on page 310.

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MARKETS.

SPLENDID
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BIG GAME
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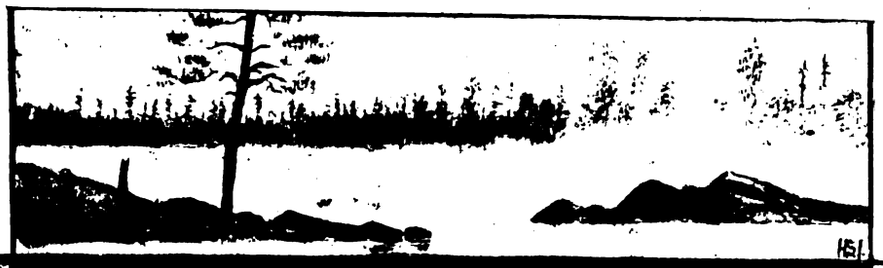

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KOOTENAYS,

BRITISH COLUMBIA.

British Columbia for Britishers.

Happy Homes for Englishmen.

We are now offering to the public part of the famous COLDSPRING ESTATE, near NELSON, B.C.

Good Position. *Good Soil.*

Send for plans, prices, and full particulars of this SHOW PLACE of the KOOTENAYS.

Any portion of this Estate will stand inspection.

We do not ask you to send any money to bind your bargains. We invite you to come and see this magnificent property.

You want THE BEST, of course.
THIS IS THE BEST.

Fully-planted Orchards. Fully-planted Orchards.

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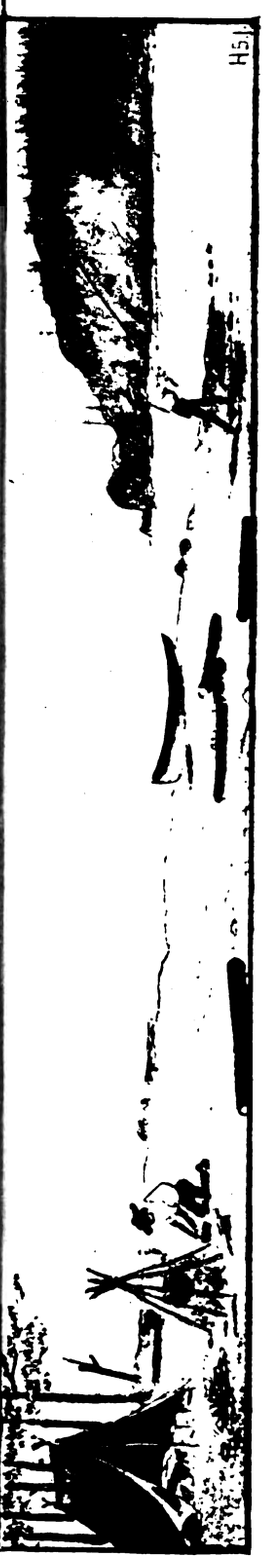

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CLIMATE AND
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GRAND TRUNK PACIFIC TOWN SITES.

Lots on the town sites along the line of the Grand Trunk Pacific in the West are selling with considerable rapidity. The territory has been open for sale only since July 1, but the demand for sites, especially at divisional points, has been most active. Between Winnipeg and Edmonton sales have been made in seventy town sites. At Rivers, 125 sales have been made; at Melville, 340; at Watrous, 236; at Wainwright, 318; while many sales have also been made at Tofield, Nokomis, Scott, Kinley, Keeliher, Semous, Waldron, Pinnichy, Meighen, Ryley, and Holden. Tenders for the farm land acquired by the Grand Trunk Pacific west of Portage la Prairie will close on September 10.

Thousands of inquiries have been received at the various offices of the company with regard to the sale of town site of Prince Rupert, the western terminal. Land surveyors are at present on the spot, laying out the land in accordance with the plans prepared at the Grand Trunk Pacific general offices in Montreal. The method of sale has not yet been fully determined upon, but it seems likely from present appearances that an auction sale of the town lots will take place during October.

As the company got no land grant it had to purchase all the land required for site and stations for that purpose, the G. T. P. Town and Development Company was formed. The quantity acquired was 650 acres at the stations where ordinary towns are to be established and 2,000 acres at divisional points, where round-houses are being erected. These are from 120 to 130 miles apart and there are five of them between Winnipeg and Edmonton.

Many buildings are only in course of erection and at these embryo towns dwelling-houses, stores, and even sawmills in some parts are already established. The company insist in the agreement under which the sites are purchased that certain specified sums shall be spent in buildings within a year. As pretty extensive sales have been made of sites since they have been laid out by the company, there is much activity in building operations all through the West.

LETHBRIDGE, ALBERTA: A PROSPEROUS COAL MINING TOWN.

MUNICIPAL DEBENTURES.

St. Louis.

The Council of this town have decided to accept the offer of Messrs. Hanson Brothers to purchase the $625,000 forty year four-and-a-half per cent. debentures, issued to discharge the floating debt of the municipality, and make public improvements. Four other tenders for purchasing were received, but that of Messrs. Hanson Brothers was the highest, being 98.05, and was accepted. The names of the other tenderers are not yet announced by the Council.

Fires in Canadian cities seem invariably to stimulate the citizens to greater efforts than ever. Three Rivers, Quebec, recently devastated by fire, is rebuilding rapidly. Grand Forks will have many fine new buildings as a result of the late fire. Among them will be a handsome brick and stone block for the Eastern Townships Bank.

CANADIAN JOINT-STOCK ENTERPRISES.

The Canada North-West Land effects a reduction of its common stock capital by a return of $4 per share, payable October 15, thus reducing the stock to $1 per share.

The market value of this company's shares was as big as 500 in 1906, and its operations in land transactions in the North-West have been of immense value to those fortunate enough to have acquired and held shares since the inception of its operations.

In 1906 the outstanding shares were 58,707½, of the par value of $25 each, or a total of $1,467,681. Last year there was a return of capital on 58,674 shares and vouchers of $12.50 each, or a total of $734,181, and in January this year there was a further return of $7.50 on 58,681 shares, which left $5 shares, which are now reduced to $1.

The amount of the land purchase by the English company was 2,200,000 acres, of which 1,928,318 acres were taken over by the Canadian company in 1893. The unsold lands at the end of December, 1907, amounted to 526,017 acres.

Laurentide Paper.—This, like many other industrial undertakings, shows a decrease in profits for the past year.

According to the annual report the company shows a gross business of $429,779, against $500,286 in 1907, and net profits of $251,458, against $283,321.

In view, however, of the big surplus carried forward from 1907 the company shows a surplus this year of $286,425, against last year's $242,967, and is therefore in a strong position. A comparison of the chief items shows:—

	1908.	1907.
Carried forward	$242,967	$159,645
Profits for year	251,458	283,321
Total	$494,425	$442,966
Dividend, common	104,000	96,000
Dividend, preferred	84,000	84,000
Depreciation	20,000	20,000
Surplus	$286,425	$242,966

The company's assets are placed at $5,321,644, against $5,159,843 a year ago.

Bank loans are $853,000, against $724,000 in 1907, while accounts payable this year are some $3,000 less. Accounts receivable are about the same at around $325,000.

Sir William Van Horne, the president, in his report, says that the company has added 261 square miles to its timber holdings at a cost of $91,000, which was charged to capital.

The year's results, he says, in view of the business depression, are satisfactory.

International Nickel. — This corporation controls the valuable and unique nickel deposits at Sudbury, Ontario. It was incorporated in 1903, and, in addition to debenture issues of nearly $10,000,000, it has an issued capital of $8,822,661 in ordinary shares, and $8,912,626 in 6 per cent. preferred shares.

Since 1903 it has expended about $5,000,000 out of earnings in building at Sudbury, a very complete smelting plant, and in developing hydro-electrical power.

No information is made public as to the extent of the Sudbury deposits, but according to the *Toronto Financial Post*, "as a result of diamond drill operations, 15,000,000 tons of ore have been demonstrated, which will average $30 per ton, or gross values of $450,000,000, and net values of $250,000,000."

The market for nickel, however is quite limited, and the principal efforts of the management have been directed towards enlarging this market.

In 1896, twelve years ago, the consumption of nickel in this country was 4,000,000 pounds. The consumption is now about 20,000,000 pounds per annum, practically all of which comes from the International Company, for which it receives from 40 to 60 cents per pound, according to the size of the contracts.

The last annual report of the company gave the net profits for the year ended March 31 at $1,324,742, but before arriving at these net figures it reported an expenditure of $1,548,481 for new construction, equipment, and replacement; $215,975 for depreciation of plant; $94,351 for exhaustion of minerals; $168,250 for bond sinking funds; and after making all allowances, paying bond interest and 6 per cent. on the preferred stock, it reported an addition to surplus of $790,000; and after this was done the directors arbitrarily appropriated $300,000 from surplus "for further depreciation of property."

Two years ago the company had net earnings of $1,031,861, or $300,000 less than last year, so that it is apparent that while the copper mining companies have experienced heavy shrinkages in earnings, the International Nickel Company, by controlling the output, has not only been able to maintain earnings but increase them.

CANADA'S BOUNTIFUL HARVEST.

The Ogilvie Flour Mills Co., of Montreal, have received a telegram from their western manager stating that reports received from districts where threshing has begun indicate a general yield of from two to five bushels per acre more than was expected. The company see no reason for reducing their estimate of the total crop of the Canadian North-West, viz., 115,000,000 bushels of wheat, of very high grade and milling quality.

The railways report that the marketings of grain in the West have been running about 75,000 bushels daily during the past few days, and this week it is expected that deliveries will reach hundreds of thousands of bushels a day. Returns from the threshers in some instances show that the yield is surprisingly large, and if the same results are obtainable in the districts where threshing has not yet begun, it is possible that even the highest estimates of the crop may yet be exceeded.

WHEAT GROWN FROM THREE GRAINS, ON A SWAN RIVER FARM.

The Commissioner of Immigration at Winnipeg has received samples of bread baked at Lethbridge, Alberta, on August 12, from wheat of this year's crop.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO.

Ottawa.—A new departure in financial matters is about to be taken by the city of Ottawa in the matter of issuing of Treasury notes. The loan of $750,000 received from Parr's Bank, London, for six months, and which was renewed for a further period of three months, is payable this month, $425,000 being due on September 12 and $325,000 on September 29. It is thought that it will be better to renew the loan for another six months until the next taxes come in. Instead, however, of making the usual provision for a fixed rate of interest, the Ottawa City Treasury will issue notes in London, and it is understood that Parr's Bank will be willing to handle them.

——The new building at Janeville, erected by the Sisters of Wisdom, is almost finished. It is a brick structure, with the most modern appliances, and will be finished with elaborate fixtures. The estimated cost is $50,000. Part of the building consists of wards for hospital purposes.

——The work of remodelling power-house No. 2 of the Ottawa Electric Company has been laid over to another year.

——A fire broke out recently among the coal stored near the furnace of the Royal Mint, but was speedily extinguished.

Toronto.—Figures given by the City Assessors, who have completed the assessment of three out of the six wards of the city, show an increase in the value of property assessed over last year of $8,340,773. The increase for the other three wards will be easily as much more, bringing the total assessment for the year up to $222,128,763. Population returns show an increase for the three wards of 7,469, and as the increase in the other three wards is believed to be still greater, the total increase in population for the year should reach 17,000, bringing the city's population up to over 290,000.

——The Provincial Government exhibits will be a feature of the Toronto Exhibition. The Hon. Frank Cochrane is sending a nugget of almost solid silver, the largest ever exhibited, as part of the display. The Alberta Government is showing, by an arrangement of mirrors, 1,000 miles of wheat from Edmonton to Portage la Prairie. The Government of Saskatchewan is sending a working elevator model, and Nova Scotia contributes a gold exhibit of great value.

——Mr. William C. McGhie, of this city, has been appointed chairman of the Board of Examiners under the Act respecting stationary engineers. The position is a new one, the functions of the Board being to keep up the standard of the certificate of stationary engineers throughout the province.

——Part of the Union Stock Yards and several adjacent houses have been destroyed by fire. Seventy lambs, six bulls, and some horses perished in the flames. The damage is estimated at $150,000; insurance, $75,000.

——Damage to the extent of $140,000 has been done to the hardware store of Messrs. Rice, Lewis, and Son, the oldest hardware firm in the city.

——A proposal suggesting the annexation of West Toronto by the city of Toronto is now being discussed.

Port Arthur.—The work on the Algoma Street Bridge is progressing favourably. All the foundations for the piers are finished, and the work will be shortly completed.

Fort William.—Messrs. Morris and Babe, solicitors for the city of Fort William, have issued a writ asking an injunction against the city of Port Arthur from controlling and operating the electric street railway, or, as an alternative, to compel them to appoint their commissioners to serve on a joint board with the commissioners already appointed by this city.

——At a meeting of the Board of Health recently the great need for reform in the sale of milk and the absolute cleanliness of all dairies was dealt with at length, and it was decided that, beginning next year, no person, company, or corporation will be allowed to sell milk inside the city without first having procured a permit from the Board.

London.—Three firemen—Mr. Lawrence Clark (the Chief of the Brigade), Sergeant Cockburn, and Fireman Wein—lost their lives in attempt to put out a fire which broke out at Westman's hardware store. The chief, observing that the flames were confined chiefly to the basement of the building, ordered his men to invade the first floor of the structure with a hose line, and, taking a portion of the hose near the nozzle, he himself led the way. The chief and his men had scarcely entered the building when a horrible crash was heard by those outside. The three floors of the building and the roof had tumbled down and carried with them such material as the fire had not consumed. The bodies of the three victims were recovered after long search. All were terribly scorched, and life was quite extinct. Sergeant Cockburn was a well-known military man. He was drum-major of the Seventh Regiment Band, and was at the Quebec Tercentenary with the troops. The loss was estimated at $90,850, and the property was insured to the amount of $84,350.

Whitby.—A movement has been started for a conference of municipalities east of Toronto to secure the inclusion of that portion of the province in the Hydro-electric Commission's plan of Niagara power distribution, at the same time as those on the west, under the McGuigan contract.

Cobalt.—The Town Council and Township Council have come to terms, the latter agreeing to guarantee the town's bonds to the extent of $75,000 for waterworks and sewerage.

Sandwich.—The old and historic mansion of the Baby family here has been partially destroyed by fire. The mansion was built about 1790, and it was there that the Indian chief Tecumseh stayed as the guest of General Brock. During the War of 1812 the house was successively occupied by American and British generals.

Almonte.—A cheese factory near this place has been destroyed by fire.

QUEBEC.

Quebec.—The annual summer excursion of the Canadian Mining Institute began in Quebec when, accompanied by about thirty distinguished mining engineers from Europe as their guests, the members of that body foregathered here to start their journey. The Premier, the Hon. C. R. Devlin, and Sir George Garneau lunched with the party, taking occasion to extend a hearty welcome to the province and city. Mr. J. Obalski, Superintendent of Mines for the Province of Quebec, has joined the party.

——The by-law recently adopted by the Municipal Council of Limoilou for the effecting of a loan of $60,000 for improvements has been carried.

Montreal.—The Acting Mayor (Alderman N. Lapointe) has signed the contract which was authorised by a by-law passed by the City Council a month ago to allow the Canadian Electric Light and Power Company, hitherto known as the Robert Syndicate, to enter the city and sell electric light and power to the citizens. The company has means to develop considerable power from the waters of the Beauharnois Canal, and it is to be in a position to do business in the city within two years from the date of the signing of the contract. The prices at which the company is to supply light and power are, under the terms of the contract, appreciably lower than any charges at present existing.

——Mr. Justice Cassels' inquiry into the charges of lack of conscience which the Civil Service Commission brought against officials of the Marine and Fisheries Department in the purchase of departmental supplies has been resumed in Montreal. At present two auditors, under instructions from Mr. Justice Cassels, are checking over the dealings which the Marine Department has had with firms and companies in Montreal, with the object of ascertaining whether any exorbitant profits were derived from these transactions. The object of the sitting in this city is to bring out the facts which this audit discloses. From Montreal Mr. Justice Cassels will proceed to Quebec to follow a similar line of investigation into the purchase of supplies by the marine agency in that city. This will conclude the work of the Commission so far as is known at present, and Judge Cassels' report should be in the hands of the Government before the end of September.

——The city of Montreal has entered an action for $21,680 against the Montreal Street Railway to recover an amount stated to have been expended in clearing away snow, which the company objects to pay on the ground of fraud and extravagance.

——The Parks and Ferries Committee has decided to make a report to the City Council recommending it to renew its petition to the Federal Government asking the Cabinet to make representations to the Imperial authorities in favour of the military cemetery on Papineau Avenue being handed over to the city for conversion into a public park, after the remains of the soldiers who had been buried there had been transferred to the Mount Royal Cemetery.

——The Montreal Power Company has submitted an offer to the City Council offering to make a ten-year contract for the lighting of the city at $75 per arc light. The company under the present contract is getting only $60 per arc light.

——Staff-Captain G. Miller, architect for the Salvation Army in Canada, is visiting Montreal for the purpose of superintending the construction, or at least the commencement, of two new barracks and the remodelling of a third. Point St. Charles is to have a new "Citadel" on the site of the hall that has long been too small in Bourgeois Street, close to Wellington. The Delorimier Corps will have a roof over their heads by the time winter comes on, and the St. Alexander Street Barracks is to be remodelled.

Notre Dame de Grace.—The people of this newly-made town are now in railway communication with Montreal.

NOVA SCOTIA.

Halifax.—The corner stone of the Nova Scotia Technical College has been laid by the Hon. D. C. Fraser, the Lieut-Governor. Prof. F. H. Sexton, Director of Technical Education, presided, and among those on the platform and in the audience were the Hon. G. H. Murray, the Premier, Archbishop McCarthy, President Falconer, of the University of Toronto; President Allison, of Mount Allison College; President Hutcheson, of Acadia; President Boulden, of King's; Dr. Eben Mackay, Dr. Howard Murray, and Dr. MacMechan, of Dalhousie; the Hon. W. T. Pipes, the Hon. C. P. Chisholm, the Hon. B. F. Pearson, Professor E. E. Prince, and Professor W. W. Andrews.

Folly Village.—The Presbyterian congregation, in celebration of having been founded over a hundred years ago, has carried out a scheme of renovation and enlargement of the church.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

NEW BRUNSWICK.

—❁—

Fredericton.—The Senate of the University of New Brunswick has appointed Prof. E. A. Stone, Professor of Civil Engineering at Dalhousie University, to the position of Dean of the Engineering school. The salary is $1,350 a year. Professor Stone is a native of Charlottetown, P.E.I., and was educated at McGill University. He has had extensive experience in railroad engineering, having been engaged in designing several street railway track works in Montreal and Toronto. He was later on the staff of the chief engineer of the Canada Foundry Company of Toronto. The Senate also decided to send the Chancellor to England in June, 1909, as delegate to the celebration at Cambridge University of the centenary of Charles Darwin's birth and the fiftieth anniversary of the publication of "The Origin of Species."

St. John.—The Hon. W. Pugsley, Minister of Public Works, is arranging to have grain conveyors built from the Canadian Pacific Railway elevator at Sand Point to the new wharves. An estimate places the cost at about $90,000.

Newcastle.—The Anderson furniture factory, which was valued at $100,000, has been entirely destroyed by fire.

PRINCE EDWARD ISLAND.

Charlottetown.—The fifteenth annual session of the High Court of the Independent Order of Foresters of Prince Edward Island was held in this city.

——Mr. H. A. and Mrs. Wood, of New York, have arrived here after an eventful and adventurous canoe voyage from New York. The only portion of the distance not paddled was a few miles across New Brunswick from the Bay of Fundy to the Strait of Northumberland, at Cape Tormentine.

MANITOBA.

—❁—

Winnipeg.—A Citizens' Committee has been formed to arrange for the entertainment of the British Association here next year, and the Western Governments and cities will be requested to co-operate. The programme so far provides for a trip through the West, and one through the mountains to the Pacific Coast. Transportation facilities are being arranged, and a number of distinguished guests from Canada and the United States will be invited. Provision will also be made for a limited number of ladies.

——Although the announcement has been made that not a single offer had been received for the $600,000 worth of power bonds advertised for sale by the city, the members of the city council have voted in favour of expending another $1,200 on the power scheme. Mr. Ashdown, the Mayor, remonstrated in vain, pointing out that the money would have to come out of the general revenue.

——The new Roman Catholic church of St. Edward's, situated at the corner of Notre Dame Avenue and Arlington Street, has been dedicated.

Oak Point.—A delegation of five farmers from Oak Point district waited on the Hon. R. P. Roblin, the Premier, and Mr. McLeod, General Manager of the Canadian Northern Railway, to urge the extension of the Oak Point line. Mr. Roblin pointed out that the legislation was passed two years ago guaranteeing the bonds for the line north. Mr. McLeod stated that a construction gang would be sent out to go to work at once. He said that probably there would be at least 12 miles of the extension completed this fall.

Brandon.—The Rev. W. P. Reeve, of Kemptville, has been appointed to the parish of St. Matthews, to succeed the Rev. A. W. de Pencier, who accepted a call to Vancouver.

Carman.—In consequence of the refusal of the ratepayers to approve a by-law to raise an additional $25,000 for waterworks the mayor and council have resigned.

Minnedosa.—The worst fire in the history of Minnedosa occurred recently when the Canadian Pacific Railway engine house was destroyed and four locomotives damaged.

SASKATCHEWAN.

—❁—

Regina.—It has been decided that the Board of Governors of the University shall visit various towns, aspiring to have the university situated within their precincts, and that afterwards the President and some members of the Board should go to the United States, where they will learn the matters which have influenced the State Universities in the selection of their sites. Among the towns to be thus visited are Moose Jaw, Prince Albert, Saskatoon, and Qu'Appelle. It is proposed to have the Agricultural College in affiliation with the University if that can be arranged, and advances are being made to the government with that end in view. The Board of Governors have appointed Professor Walter C. Murray, of Dalhousie, Halifax, president of the institution.

——The office of Deputy Minister of Agriculture has been offered to Prof. Melville Cummings, of Truro, N.S., by the commission.

Arcola.—The Summer Fair was a greater success than even that of last year, which broke all records both for the attendance and entries. In all there were over 1,500 entries. The greatest increase in entries was in the cattle and poultry classes.

ALBERTA.

—❁—

Edmonton.—The Interurban Street Car agreement has been signed by the members of the Strathcona Railway Company, and the representatives of the city. A by-law authorising the payment of $10,000 for a franchise for 30 years will be submitted to the ratepayers.

——The Provincial Government has given $5,000 towards the relief of the sufferers in the Fernie fire.

Strathcona.—The Rev. David Flemming, pastor of Knox church, has resigned his charge.

Lethbridge.—The Town Council has decided to submit a by-law for the purchase of the Electric Lighting Company's plant for about $47,000. Extensions and removal of the plant will cost about $100,000.

BRITISH COLUMBIA.

—❁—

Victoria.—Four more wireless stations are to be established by the Dominion Government on the Pacific Coast. Three of them will be at Prince Rupert, Moresby Island, and Northend, Vancouver Island, respectively.

——The Government's request that schools fly the "Union Jack" provided by the Provincial Government has met with some opposition, as members of the school board desired to fly the Canadian ensign, and proposed that the board purchase the Canadian flag. Eventually it was discovered that the total absence of flag poles rendered the raising of either difficult, and schools will remain flagless. The school board is threatened with legal action, as a result of the refusal to admit Chinese children not born in Victoria to the schools.

——Reports received by the Canadian Pacific Railway of forest fires on their property on Vancouver Island indicate that up to the present the timber loss will reach $5,000,000, and the fires are still burning. The mountain sides are swept bare.

Vancouver.—The Department of Marine and Fisheries has authorised the building of a lighthouse on the north shore of the First Narrows, opposite Prospect Bluff. The light will be an acetylene one, and the pilots and steamboat men have asked for an electric alarm bell to be fixed on the light for foggy weather.

——According to the Board of Trade Report, Vancouver has had a most prosperous year during 1907. The estimated population at December 31 was 60,100 with the city limit, to which 10,000 may be safely added for the immediate suburbs. The assessment valuation was $54,515,860 as against $37,549,200 in 1906, and the clearing house returns for 1907 were $191,734,482 as against $132,606,358 in 1906. There were over 15 miles of macadam roadway and over 44 miles of cement sidewalks laid in the city in 1907, and buildings to the value of over $5,500,000 were erected.

——Postmaster Miller, of Vancouver, is to be superannuated, and his place will be filled by the appointment of Mr. R. G. McPherson, the sitting member of Parliament for that city.

——At a meeting of the Board of Works the tender of Messrs. Clark and Adams for the building of the warehouse on No. 6 wharf was accepted. The contract price is $15,642.

New Westminster.—The Provincial Exhibition of British Columbia, which is held in this city each year, promises to be bigger and better than ever this fall. An important subject under discussion is the unveiling of the Simon Fraser centennial monument in honour of the great explorer. The monument will be erected on Albert Crescent and will cost $1,000 without the bust. It has been decided by the exhibition management to erect this year if possible a building for a permanent fisheries exhibit.

——Mr. Gowan McGowan has been appointed to the position of bursar at the Asylum, rendered vacant by the death of Captain M. J. Knight.

——The G.T.P. have secured right-of-way through the township and six blocks for a passenger station, freight shed and yards, which will be erected soon.

South Saanich.—The Town Council fixed the rate this year at seven mills instead of five mills last year. The revenue will be about $24,000. The Council estimates its expenditure for the year at $23,000.

Rossland.—With only a few months' work the Doukhobor colony at Waterloo has seventy acres of land cleared and under the plough, twenty-five acres of which is in crop and ten acres in fruit trees. In the spring there will be 500 acres in fruit trees, and the clearing and ploughing will continue until every one of the 3,000 acres is under cultivation.

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The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

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MEMORABLE ANNIVERSARIES IN THE COMING WEEK.

September 13.—Wolfe defeated the French, under Montcalm, on the Plains of Abraham, Quebec, 1759.
The British defeated the fleets of Spain and France in the Bay of Gibraltar, 1782.
Battle of Tel-el-Kebir. Arabi Pasha defeated by the British, 1882.
Lord Roberts formally annexed the Transvaal, 1900.

September 14.—Montcalm, the defender of Quebec, died 1759.
Nelson left England for the last time, 1805.
The Duke of Wellington died 1852.

September 15.—Unconditional surrender of Arabi Pasha, 1882.

September 16.—Cape of Good Hope taken by the British, 1795.
Mr. Joseph Chamberlain retired from the British Cabinet, 1903.
The Prince and Princess of Wales visited Quebec, 1901.
Sir George Pollock captured Kabul and released Lady Sale and other prisoners, 1842.

September 18.—Capitulation of Quebec to General Townsend, 1759.
The Prince and Princess of Wales visited Montreal, 1901.
Lord Anson started on his voyage round the world, 1740.

September 19.—General Baker repulsed an Afghan attack on Shutagarden.

Obituary.

The deaths of the following are recorded:—

Sir Henry Moore Jackson, K.C.M.G., Governor and Commander-in-Chief of Trinidad and Tobago, and sometime A.D.C. to the Governor of Newfoundland.

Mr. W. D. McLeod, formerly Conservative member for Alexandria in the Ontario Legislature.

Mr. Edgar Bray, Dominion land surveyor, of Oakville, Ontario. He had followed his profession in all parts of Canada for over forty years.

Colorel T. D. B. Evans, the officer commanding Military District No. 10, in his forty-eighth year, as the result of a sunstroke suffered while on parade recently. Colonel Evans was a son of Mr. S. F. Evans, of Ottawa. His education was received at the Ottawa Grammar School, and in 1881 he received his commission as lieutenant in the 43rd Battalion, Ottawa, Carleton Rifles. In 1888 he was transferred to the R.C.I., and three years later to the Royal Canadian Dragoons. He was promoted to the rank of Major in 1896, and received his rank as Brevet Lieutenant-Colonel in 1899. Colonel Evans served through the North-west rebellion, and commanded the Yukon fie'd forces in 1898-9. In South Africa he commanded the Canadian Mounted Rifles, being mentioned in despatches on two occasions, and promoted to brevet rank of colonel. For his South African service he was made a C.B. He was a prominent sportsman. He married a daughter of Sir D. H. McMillan, Lieutenant-Governor of Manitoba, who survives him.

Captain Thomas Donnelly, of Kingston, who was regarded by many as Canada's foremost marine expert. A son of the late Captain John Donnelly, the veteran wreck master, he early in life chose navigation as his profession. In 1885 he became inspector of hulls, and later examiner of masters and mates for the Dominion Government, which position he filled for many years. Later he helped to organise, and was the first superintendent of, the Canadian Lake and Ocean Navigation Company. He became secretary of the Donnelly Salvage and Wrecking Company.

An invitation to curlers of Canada to visit the Old Country during the coming year has just been received from the Royal Caledonian Curling Club by Colonel A. A. Stevenson, a past president of the Canadian branch of the big curling association. January or February next are suggested as suitable months for the visit.

CORRESPONDENCE.

AN IMPERIAL CONFERENCE.

To the Editor of *CANADA*.

SIR,—I have read with great interest the remarks of Sir James Whitney on tariff reform in your issue of September 5. His suggestion as to a conference seems to me to be admirable. But the initiative must come from the Old Country. As Sir James says, there is no need to wait for the Imperial Government, which has hardly encouraged discussion on the matter; but why should not leading Tariff Reformers of the Old Country invite representatives of various parts of the Empire to confer on the subject? Time is precious. Every year the United States secures more and more of our trade, and we cannot do anything if the Old Country is apathetic or even hostile to our suggestions.—Yours faithfully,

CANADIAN IMPERIALIST.

AMERICAN v. BRITISH CAPITAL IN CANADA.

To the Editor of *CANADA*.

SIR,—How is it that among the general public in Canada there is so little knowledge of the immense amount of British capital which is being used to develop the resources of the Dominion? The political and sentimental bond with the Mother-country, and the question of contributing to Imperial defence is a constant subject of discussion in the press, but the fact that the money which is being found in increasing volume for public and municipal purposes, for railway construction and industrial expansion, mainly comes from the United Kingdom is rarely driven home. Upon the other hand, the attention which is now being paid to the Dominion by American capitalists is remarkable. It is difficult to pick up any journal published in Western Canada without reading that such-and-such a syndicate of Americans has acquired large timber or mining areas or tracts of land which their energetic emissaries report as likely to prove paying investments. The coal, gold, and copper areas, and almost all the numerous industries on the Pacific Coast are already in their control. The operation of the tariff is causing many large manufacturing corporations to establish branch factories in Canada. Since 1897 over 150 important industries have been established by American capital, and more than one hundred leading firms have started branch manufactories. These are operations which appeal to the average Canadian, and lead him to believe that it is the American, rather than the Britisher, who has an abiding faith in the future of their country: the fact that the bulk of the actual money which is running the country comes from across the Atlantic is not in active evidence. Canadians generally think that it is apathy and lack of interest and enterprise on the part of British capitalists which is responsible. They ask themselves why he only interests himself in stock market transactions which affect Canada and abandons all his exceptional opportunities for working with Canadians to develop the natural resources of the country which the railways he finances open up. Scores of times I have heard men interested in various branches of manufacture lament that big British firms, which were quite ready to build factories on the European Continent pay no attention to the future business to be done upon a Continent which is rapidly becoming more thickly populated with a people of greater purchasing power than is to be found in impoverished Europe.

Nowadays it is almost as easy for the British as it is for the American capitalist to travel through the Dominion and make inquiries upon the spot. Why does he neglect them?—Yours faithfully,

INQUIRER.

Winnipeg, August 10.

At the Toronto police sports recently Percy Sellen defeated Tom Longboat in a five-mile race by 220 yards in 26 minutes 12 1-5 seconds, making a Canadian record.

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Railways, Shipping, and Commerce.

RAILWAYS.

Mr. H. M. Davy, C.E., has reported to the Department of Public Works at Ottawa in favour of Courtenay Bay as a terminal ocean port for the Grand Trunk Pacific Railway in New Brunswick.

Mr. Collingwood Schreiber, C.E., the chief engineer of the Department of Railways, has left Ottawa to make an inspection of the Grand Trunk Pacific construction work in progress from Prince Rupert. Work has been inaugurated there in an energetic fashion. Full gangs of men are operating on sixty-nine rock cuttings in the first fifty miles, and a few cuttings have been opened in the second fifty miles of the line to the east of the coast.

Mr. D. D. Mann, vice-president of the Canadian Northern Railway, stated recently in Montreal that the company will make many important extensions next year, among these being a continuation of the main line beyond Edmonton for a considerable distance. They will also run out a number of branches, the exact location of which cannot yet be made public. The direct line from Montreal to Ottawa and the line from Port Arthur to Toronto will be completed this year. Mr. Mann said it was more desirable to make connection with the east coast before building to the west.

A survey party has been sent out by the Department of Railways to survey a line for the proposed double tracking of the Intercolonial Railway from Painsec Junction to Truro. An alternative route to the present line over the Cobequid Mountains will be next surveyed. Parliament will then be asked to provide for either the double tracking of the present line as far as Truro or a new road over that distance. This will place the Intercolonial in a position adequately to handle the growing traffic to Halifax. It is the intention ultimately to provide a double track road both to St. John and Halifax.

The two gold medals won by the Grand Trunk Railway at the exhibition held in Jamestown, Virginia, last year have just been received by Mr. H. R. Charlton, the advertising agent of the company in Montreal. One medal was won by the company for the general excellence of its exhibit, and the other for its show of game birds and fish. The medals, which are handsome productions of the goldsmith's art, are larger than $20 gold pieces, artistically designed, and embossed with wreaths of corn and tobacco plants.

SHIPPING.

A direct line of steamships between Norway and American ports will, it is reported in Ottawa, be in operation shortly. It is anticipated that such a line would be of advantage in also facilitating quick shipments between Canada and Scandinavian ports.

The Canadian Government's cruiser *Arctic*, which sailed from Quebec last month, is under instructions to push its way through Lancaster Sound and Melville Sound, if the ice permits, to Banks Land, and to take possession of that territory and other islands in the vicinity. If the ice blocks its passage westward, the *Arctic* is to visit the Gulf of Boothia, and may either return in the fall of 1909 or stay over until 1910. Captain Bernier is under strict injunctions to take no course which might result in international complications.

The *Sarmatian*, which was the flagship of the Allan line in the seventies, and carried the Princess Louise and other Royalties across the Atlantic, has just been sold for £7,000 to be broken up.

The Dominion Government will undertake works for the improvement of navigation on the Richelieu River between Lake Champlain and the town of St. Johns., Quebec, which includes dredging estimated to cost $90,000, and the construction of a stop-log dam 1,350 feet in length, to cost about $110,000.

The non-observance of the rule of the road, and the employment of improperly qualified pilots upon steamers plying on the St. Lawrence River, between Quebec and Montreal, occasioned severe comment at an inquiry into the cause of a recent collision. Commander Spain, the Canadian Wreck Commissioner, said vessels so officered were a menace to ocean navigation. Severe sentences were passed on the offenders.

TRADE PERSONALIA.

Mr. H. W. Smithers, vice-president of the Grand Trunk Railway, accompanied by his son, has arrived in Montreal to make a complete tour of inspection of the system.

Mr. Stephen Wingrove, managing director of Spratts, Ltd., has returned to London from a visit to Canada in the interests of the Company.

Mr. W. C. Franz has been appointed general manager of the Lake Superior Corporation with headquarters at Sault Ste. Marie. He was formerly manager of the Kanawaha and West Virginia Railway Company.

Mr. W. G. Brownlee, General Superintendent of Transportation for the Grand Trunk Railway, has been appointed Assistant General Manager of the Grand Trunk Pacific Railway. Mr. Brownlee will be succeeded on the Grand Trunk System by Mr. L. J. Ferritor, General Superintendent of the Wabash Railway at Peru, Indiana. Mr. Ferritor was formerly divisional superintendent for the G. T. R. at St. Thomas. Mr. Brownlee's new headquarters will be at Winnipeg.

Mr. Thomas Cairns, the lately deceased M.P. for Newcastle-on-Tyne, was head of the firm of Messrs. Cairns, Noble, and Co., shipowners and merchants, of Newcastle, Cardiff, and London. He was largely interested in Canadian trade through the connection of his firm with the Thomson Steamship line.

THE CANADIAN SHIPPING REGISTER.

Victoria is third of the ports of the Dominion in point of the number of steamers and sailing vessels registered there, Montreal being the first and St. John second. Montreal leads with a total net tonnage of 119,887, St. John 54,512, with the list tapering down to 10,611 in the order named, ports having less than 10,000 not being given; Victoria, Quebec, Windsor, Toronto, Ottawa, Vancouver, Lunenburg, Halifax (21,222), Parrsboro, Kingston, Yarmouth, Collingwood, Maitland, St. Catherine's, New Westminster and Midland. There are 24 steamers in the Canadian Registry list of more than 3,000 tons gross, the largest being the *Midland Prince*, of Collingwood, Ont., 6,636 tons. The largest sailing vessel is the barquentine, *Everett G. Griggs*, of Victoria, 2,351 tons; the largest ship is the *Canada* of Windsor, N.S., 2,137 tons; the largest barque, the *Lord Templetown*, of Victoria, 2,048 tons, and the largest barge is the *Lord Wolseley*, of Victoria, 2,454 tons. Of the new vessels built in 1907 Nova Scotia led in number with 109, though fourth in tonnage—5,116. Ontario led in tonnage with 96 vessels of 14,444 tons; Quebec came next with 50 vessels of 10,326 tons, then British Columbia with 97 vessels of 7,115 tons; New Brunswick 27 vessels of 909 tons; 7 from Prince Edward Island of 215 tons; 3 from Saskatchewan of 201 tons and 3 of 84 tons from Manitoba. Of the 24 steamers before referred to, 10 of 33,374 were added to the list by the transfer of the Thomson line steamers from the British home flag. The Canadian ports of registry are distributed as follows:—Ontario, 38; Nova Scotia, 21; New Brunswick, 11; Quebec, 6; British Columbia, 3; Prince Edward Island, Manitoba, Yukon District, and Saskatchewan, 1 each.

The Canadian Railway Commisioners have reserved their decision on an important point submitted to them with reference to Sunday traffic on railways. The Lord's Day Act of 1906 allows trains and vessels in transit when Sunday begins to continue to their destination. Prosecutions have been instituted under the Act against the Grand Trunk and other Railways, upon the ground that the Act does not allow mixed trains, consisting partly of live stock and partly of merchandise, to be broken up at goods yards, etc., on Sundays.

The wholesale and retail hardware establishment of Messrs. Rice, Lewis and Co., which is the largest of its kind in Toronto, has been seriously damaged by fire and much stock destroyed.

TRADE RETURNS ANALYSED.

The official trade returns for the first four months of the present fiscal year, and particularly for the month of July, indicate that the reaction from stringent times is operating slowly so far as Custom House business is concerned. There continues to be a heavy decline in the volume of imports. The decline in the amount of exports is not great.

During the first four months of the fiscal year ending with July Canada's imports amounted to $91,888,201, a decrease of $39,915,809. Dutiable goods were imported to the amount of $52,218,053, a decrease of $25,549,008; free goods to the amount of $37,196,488, a decrease of $14,534,337; coin and bullion was imported to the amount of $7,473,660, an increase of $167,536.

The duty collected amounted to fourteen and a quarter millions, a decrease of a little over six millions, compared with the first four months of last year. During July alone the imports amounted to $22,967,094, or a decrease of $11,590,904, and there was a falling off in $1,914,257 in the customs revenue for the month.

Canada's exports for the four months ending with July totalled $67,205,010, a decrease of $5,485,364, compared with the same period the year before. The exports of the products of the mines fell off about a half a million dollars in value, while exports of fish increased by about the same amount. There was a decline of a million and a quarter in the exports of lumber. Half a million dollar's worth of animals and their produce was exported. In agricultural exports there was a decline of four and three-quarter millions. Manufacturers increased their exports by $350,000. During the month of July only the exports totalled $23,116,234, or four and a half millions less than during the same month of last year.

Improving Prospects.

A hopeful feature of the situation is the increasing amount of trade being done in the port of Montreal. So large a proportion of the total exports and imports of the Dominion passes through its commercial capital that improvement there is indicative of better conditions generally. During August this increased activity was shown in all lines of imports, no particular trade showing any preponderating share of the return to more normal conditions. The indications now are that the ensuing four months will do more than wipe out the deficiencies in the official returns to July 31, which are analysed above.

Among leading business men, however, the opinion is fairly unanimous that the trade revival will proceed slowly, though steadily, and that there is little likelihood of the recurrence of a "boom" in trade for another couple of years. Building is much more active than in the earlier part of the season, and likely to continue so during the autumn. With the harvesting of the western crop large orders, especially for agricultural machinery, fencing, and hardware, are expected. Railroad construction is being actively pushed, entailing a heavy outlay for rails and other material.

EARLY APPLE SHIPMENTS.

Experimental shipments of early Canadian apples are being made. The Dominion Government lent its aid to this scheme by guaranteeing payment for one cold storage compartment on each of three steamers. The shippers will pay for the space they take the same as in the ordinary trade, and the risks they take will be such as they would run in the ordinary course of trade. Without the Government guarantee the steamship companies would not open their cold storage compartments for early apples, as they did not feel sufficiently sure that they would be taken. If this trade can be established it will extend the shipping season for Canadian apples from four to six weeks.

To encourage the fish trade the Canadian Government is paying one-third of the freight charges on the fish brought from the maritime provinces to cities in the interior of Canada.

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Trade and Business.

TRADE NOTES.

[*Canadian Patent Agents handling valuable Inventions which they consider will be of use in Great Britain should communicate with us.*]

The British Insulated and Helsby Cables, Limited, have just obtained a contract from the Montreal Light, Heat, and Power Company for an additional four miles of three-core extra high tension cable, to be installed immediately.

Druggists throughout Canada are henceforth prohibited from selling morphia or opium or preparations thereof except upon a physician's prescription. The regulation has been made in connection with the Patent Medicine Act recently passed by the Dominion Government.

The Board of Control of the City of Winnipeg has given a large order for gas-meters at prices as follows: 5,550 from the Canadian Fairbanks Company at $10 for half-inch meters, $23 for one inch, and $75 for two inch; 200 half-inch Keystone meters, 200 half-inch Lambert meters, 200 half-inch Nash meters, and 200 half-inch Badger meters.

Valuable deposits of slate have been found in the Uno Park district, a short distance north of New Liskeard, on the Temiskaming and Northern Ontario Railway. It has been pronounced to be of very fine quality, and is taken out of a mountain side in sheets several feet square and about three-quarters of an inch thick.

A despatch from Winnipeg states that as a result of the great loss of $3,000,000 by the Canadian and United States insurance companies at Fernie, rates have been advanced in the three prairie provinces twenty per cent. on grain and elevators by the Canadian Fire Insurance Underwriters' Association. The rate, which averaged ninety-nine cents per thousand, is now $1.35. Winnipeg agents protested against this increase by the companies, claiming that grain men and elevator owners might organise mutual companies to handle this business. The new rate goes into effect at once on all new business written. Two years ago the rate was $1.65.

ANSWERS TO TRADE CORRESPONDENTS.

S. M. T. (WOLVERHAMPTON).—Canada imports more locomotive and car wheel steel tyres, in the rough, from Germany than from Great Britain. During the three months ended June 30 the Customs valuations were as follows: Imports from Germany, $49,353; from Great Britain $9,175, and from the United States $8,413. These articles are on the free list, as they are not as yet manufactured in the Dominion.

CANADA AND THE UNITED STATES

A recently published United States Consular report throws a vivid light upon the increasing attention which American capitalists are paying to the opportunities for establishing factories as well as investing money in Canada. One hundred and fifty important industries have now been established in Canada by United States capital, nearly all since 1897, and 122 leading United States firms have established branches in the Dominion. In 1907 58,312 immigrants came into Canada from the United States, bringing with them property of the estimated value of £9,800,000. This immigration, of course, has been a large factor in the upbuilding of the West. The investment of United States capital and the increase in the population from the United States, has had the further effect of contributing largely to the increased demands for United States products, despite the preferential tariff between Canada and the Mother-country. It is noted in an introduction to the report that complaint of the increased cost of living has become quite general in Canada, a circumstance attributed in part to the fact that there is a gradual equalisation to the cost of living in the United States. This will make it easier in time, the report argues, for United States manufacturers to compete in the Canadian market, though the tendency in that country is toward an increase in the tariff rates.

CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

Wm. Agnew (Wm. Agnew and Co., Montreal)—Holborn Viaduct Hotel.
J. M. Murphy (J. and M. Murphy, Halifax, N.S.)—35, Milk Street, E.C.
F. Trebilcock (Gordon, Mackay, and Co., Ltd., Toronto) 2-4, Carey Lane, E.C.

LEICESTER.

Thos Brophy (Brophy, Cains, Ltd., Montreal)—Grand Hotel.
M. P. Beaudry (Gauvreau, Beaudry, and Co., Quebec)—Grand Hotel.

MANCHESTER.

G. Rowat (McMahen, Granger, and Co., London, Ont.)—Albion Hotel.
R. C. Struthers (R. C. Struthers and Co., London, Ont.)—Midland Hotel.
A. T. Little (Robinson, Little, and Co., London, Ont)—Midland Hotel.
D. McKay (Robinson, Little, and Co., Winnipeg)—Midland Hotel.
F. Rolden (Brophy, Cains, Ltd., Montreal) Midland Hotel.
W. T. Minnes (Macree and Minnes, Kingston, Ont)—Midland Hotel.
G. N. Belleau (G. N. Belleau and Co., Quebec)—Midland Hotel.
Geo. H. Stewart (Stobart, Sons, and Co., Ltd. Winnipeg)—Midland Hotel.
N. Paulet (A. Racine and Co., Montreal)—Midland Hotel.
J. A. Renauld (Garneau, Ltd., Quebec)—Midland Hotel.
J. E. Edgett (Manchester, Robertson, Allison, Ltd., St. John, N.B.)—Queen's Hotel.

BRADFORD.

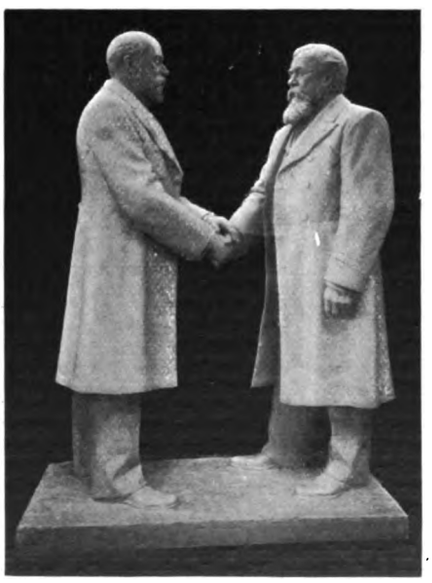
A. L. Sevigny (P. P. Martin and Co., Montreal)—Midland Hotel.
F. W. Tisdale (Jno. Macdonald and Co., Ltd., Toronto)—Midland Hotel.

IMPORTANT TARIFF CHANGES.

An order-in-council has been passed by the Dominion Government at Ottawa making changes in the customs tariff. Brass in rods, strips or sheets, unpolished, when used in Canadian manufacturers, is to be admitted free, as are also iron and steel rods not under 5-16 of an inch, and in the manufacturing of chains and asphaltum oil for use in paving. The duty on tinsel thread for manufacture of braids, cords or tassels is reduced to 3½ per cent. preferential; 7½ per cent. intermediate, and 10 per cent. general; finished parts of steel or iron for repairing farm engines is reduced to 15, 17½ and 20 per cent., and on flat steel for making ball bearings the duty is reduced to 5 per cent. and made free under the preferential.

Morphine and opium, their derivatives, are added to the prohibited list in the Patent Medicine Act.

ADVERTISING CANADIAN BUTTER.



The King and the French President Modelled in Butter at the Franco-British Exhibition. This exhibit has attracted general attention.

Canadian Government TRADE COMMISSIONER SERVICE IN GREAT BRITAIN.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in Great Britain:—

———— Room 39 and 40, Central House, Birmingham.

J. B. JACKSON, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Sun Buildings, Clare Street, Bristol.

Commissioners and Agencies have also been established in various other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

Japan, China, and Corea—
W. T. R. PRESTON, Club Hotel, Yokohama.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

China—
ALEX. MACLEAN, c/o H.B.M. Consul-General, Shanghai, China.

Mexico—
A. W. DONLY, Rebeldes No. 6 Mexico, D.F., Mexico

Newfoundland—
E. D. ARNAUD, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

West Indies—
E. H. S. FLOOD. Barbadoes.
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada to British and Foreign Importers or Exporters without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

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Canadian Finance.

(From Our Own Correspondent.) TORONTO.

By the time this letter is in type harvesting operations will have been finished, and Canada assured of a bountiful crop, for it is too late now for any serious damage from frost. Trade reports are fairly satisfactory on the whole, but it is not expected that any general revival can take place until the early part of 1909. The bank statement is a strong one, and shows that the banks are in excellent shape for the handling of the crop. The steady increase in home deposits is one of the satisfactory features. The security markets have been rather less active, but prices have held well, and, although there has been a pause in the upward movement which has been in progress of late, there has been no marked reaction in values, and it is the general opinion that the advance will be resumed after a brief period of rest.

Winnipeg and its Power Project.

Nothing could more fittingly illustrate general opinion here of the Winnipeg power scheme than the rebuff just experienced by the city. As previously reported, the decision to invite tenders for $600,000 of power bonds was made against the views of the more conservative members of the Council, including the Mayor, and the city bankers. Advertisements were put out in all the principal papers, and the result was—nil. In fact, there was not one single tender, not even a speculative bid from an American firm. The result is to be welcomed in the best interests of the city, but it has naturally not pleased the extremists on the Council, who have forced the hands of the moderate party.

Montreal Street and Power.

The Montreal Street Railway Company makes an excellent showing to date. The surplus for July was $99,097, as compared with $96,076 in 1907. The net earnings for the ten months of the fiscal year to July 31 show an increase of $111,760, and the surplus of $53,218, the expense ratio working out at 60.5 per cent, against 62.1 per cent. for the comparative period. Including the Park Island receipts, it is likely that the total surplus will amount to quite 10 per cent. on the stock ranking for dividends. One of the market features has been the strength of Montreal Power, which has sold up to over 98. These shares have been very active, investors suddenly awakening to the fact that they had been rather overlooked in the recent advance.

"Soo" Preferred and the London Market.

The fresh listing of the Preferred stock of the Minneapolis, St. Paul and Sault Ste. Marie affords further evidence of the growing interest of British investors in Canadian investments. The stock was taken out of the London list some three years ago owing to insufficient transactions in it. The "Soo"—which is, of course, controlled by the Canadian Pacific Railway—is much better known over here than in Great Britain, but the relisting of the Preferred stock shows that more interest is being taken in it. The new issue may have had something to do with the determination to have it quoted again on the London market.

Strong Position of the Banks.

The statement for July affords satisfactory evidence of the strong position of the banks as compared with 1907, all the changes going to prove how well prepared the banks are for the handling of the crop. Deposits are over $7,000,000 higher as compared with June, whilst foreign deposits are over $9,000,000 higher. Although home deposits are lower on the year by about $21,000,000, the actual position is shown by deducting this decrease from the enormous decline in loans of over $70,000,000, the result being a difference of some $50,000,000 in favour of the banks, to which, of course, has to be added the increase in foreign deposits of over $16,000,000.

THE LONDON MARKET.

LONDON, WEDNESDAY.

Business on the Stock Exchange during the past week has been on a fairly active scale in several directions, but sentiment and prices have not been without reverses, though, on the whole, the general undertone may be described as having been satisfactory. Apart from the uncertain course of Government securities, labour threatenings, both in the railway world and in the Lancashire cotton industry, have afforded material for adverse discussion, and another depressing influence has been the bad Board of Trade returns for August published on Monday, which showed decreases of £6,544,000, or 13 per cent. in imports, and £7,012,400, or 18 per cent. in exports. The feature of the foreign market has again been the outstanding cheerfulness of Japanese bonds, following the economical policy announced by the Government. The fillip to Japanese credit afforded by the action of the Japanese Finance Minister, who also, by a happy coincidence, happens to be Premier, has been so marked that the possibility of Japan undertaking the conversion of Manchurian Railway short term notes into a more permanent form of security is thought not unlikely.

The general carry-over to-day has not proved a particularly heavy affair, and contangoes have been much the same as last time.

Turning to the Canadian section, Grand Trunk stocks prior to the week-end experienced some fluctuation. The traffic for the concluding period of August was unfavourable, the loss being £61,000, which was heavy, even after allowing for an extra working day last year. Some local and provincial selling followed, which carried back quotations rather sharply, in spite of counteractive "bear" selling. There has since been a slight recovery, but the market has shared in an important degree the idleness of Americans during the holidays on the other side. On balance, quotations show losses of ⅛ to ¼. Canadian Pacifics have moved closely in sympathy with Trunks, and on balance the quotation is unaltered. Crop news continues most favourable, 115,000,000 bushels wheat crop still being anticipated. British Columbia Electric Railway preferred and deferred have each risen 3. Hudson's Bays in the land group have lost a point, but Canada North-West Land has gained 3, Western Canada Land 2, and Calgary and Edmonton Land 1-16. Canadian General Electric has put on 3, and Montreal Light, Heat, and Power has gained 6 1-3. Business among South American tractions has been smaller. Mexico Trams have reached 3, but Rio de Janeiro Trams finish 1-3 up. There has been no movement in Canadian municipal securities worth mentioning.

FINANCIAL ITEMS.

Canadian General Electric.—The Canadian Bank of Commerce notifies that the directors of this company have declared a dividend of 1¾ per cent. on the Common stock for the three months to September 30, being at the rate of 7 per cent. per annum. A half-yearly dividend of 3½ per cent. for the six months ending September 30, being at the rate of 7 per cent. per annum, has also been declared on the preference stock. The dividends are payable on October 1.

New Mining Co.—A new Canadian mining company is being organised under the name of the West Canadian Alluvials, with a capital of £75,000 in £1 shares. The object of the company is to acquire an option for purchase of Allison Mining Lease, Little Valley, Cariboo District, B.C. Agreements have been made with (1) L. A. Bonner and (2) London Syndicate, Ltd. Minimum cash subscription, £100. The first directors (not less than three nor more than seven) are: J. Bonner, H. J. Hardy, and H. S. Bonner. 13, St. Helens Place, E.C

Canadian Dividends.—The following dividends have been declared for the current quarter: Royal Bank, 2½ per cent; Bank of New Brunswick, 3 per cent.; Metropolitan Bank, 2 per cent.; Dominion Bank, 3 per cent.; Traders Bank, 1¾ per cent; Molsons Bank, 2½ per cent. Four dollars per share of the capital of the common stock of the Canada North-West Land Co. has been repaid to the holders. A third call of 3 per cent. upon all the shares of the Ottawa, Brockville, and St. Lawrence Railway Co. has been made.

ANSWERS TO FINANCIAL CORRESPONDENTS.

"POWER."—A very good form of industrial which is not sufficiently appreciated in this market. The weekly circular of the Canadian Agency, 6, Princes Street, would be useful to you.

C. R. H. (Surbiton).—The progress of the company has been uniformly progressive, and the preference shares are worth holding.

N. O. (Hereford).—This company is doing well, and should benefit from his year's harvest. The statement about the fixture of the dividend need not be taken too seriously. Quite a sound investment.

C. R. S. (Newquay).—Our investment supplements, which appear every four weeks, show the range of prices of all these shares Thirteen numbers appear during the year, and you can subscribe for these separately.

L. E. (Hove).—You paid rather a high price for 3 and 5, and neither of them is a very desirable holding. If you sell you might do worse than re-invest in more of No. 1 or C.G.E. Ordinary.

J. S. (Liverpool).—From inquiries we have made it appears that the assets were not sold. The London offices of the company have apparently been given up.

COBALT.—We cannot recommend any particular shares, but if you are a regular reader of our investment numbers you will have got complete information as to the output of all the shipping mines and dividends paid, and can easily decide which of these are the most suitable for speculation. To divide your money over three or four of the most regular shippers would probably be the most satisfactory thing to do.

L. C. K. (Edinburgh).—This is simply the regular business done by all the leading real estate agents in Canada. We cannot recommend any particular firm, but would refer you to our advertisement columns. In the case of "Agreements for Sale," you must have confidence in your agent and have the money lying at the local bank so that the negotiations can be completed without delay. Naturally, these attractive opportunities are taken up locally, and if they are worth anything there is no time to do it by correspondence from this distance.

H. M. (Oxford). — The Canadian Agency, Limited, 6, Princes Street, London, E.C., issue a weekly financial letter.

COBALT SHARES.

"Canada" only quotes the shares of those companies which are regarded as bona-fide mining undertakings. Their appearance in our list does not infer that we regard them as worth buying at the price quoted, but they are to be regarded (subject to weekly revision) as the standard Stocks in Cobalt securities.

The following were the quotations at Toronto on August 29:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Foster-Cobalt Mining Co....	$1,000,000	$1.00	.45	.43
*Trethewey	1,000,000	1.00	.85	.82½
Buffalo Mines Co.	900,000	1.00	3.00	1.50
McKinley-Darragh-Savage Mines	2,000,000	1.00	.82	.80
Cobalt Silver Queen ...	1,500,000	1.00	1.05½	1.04
Green-Meehan Mining Co...	1,500,000	1.00	.13½	.11
Coniagas	4,000,000	5.00	5.20	5.00
Kerr Lake Mining Co. ...	3,000,000	5.00	3.25	2.95
University Mines	1,000,000	10.00	4.00	2.70
Nipissing Mines Co. ...	6,000,000	5.00	8.87½	8.50
Nova Scotia Silver-Cobalt .	1,800,000	1.00	.38	.37
Temiskaming (new) ...	2,000,000	1.00	.77	.75

* Ex Dividend.

CANADIAN RAILWAY REVENUE STATISTICS.

Name of Railway.	Ten Days Ending Aug 31.	Compared with Corresponding Ten Days Last Year.	
		Increase.	Decrease.
Canadian Northern	$242,900	$6 800	—
Alberta.....	$[illegible],752	$2,674	—
Canadian Pacific	$2,008,00[illegible]	—	$235,000
Grand Trunk	£173,273	—	£48,002
Canada Atlantic.....	£12,143	—	£2,017
Grand Trunk Western...	£33,138	—	£17,647
Detroit Grand Haven...	£9,945	—	£3,343
Mexican	$188,800	—	$21,000
Mexican Southern	$31,418	—	$3,527

* There were eight working days in 1908 against nine in 1907.

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CANADIAN SECURITIES.

LATEST PRICES IN MONTREAL AND TORONTO.

BANKS.	Paid	Price per Share per $100.
Bank of Brit. North America ...	£50	144.146
Bank of Hamilton	$100	195
Bank of Montreal	100	238
Bank of New Brunswick ...	100	—
Bank of Nova Scotia	100	277
Bank of Ottawa...	100	—
Bank of Toronto	100	216
Banque d'Hochelaga	100	135xd
Banque Nationale	30	120†
Canadian Bank of Commerce...	50	164
Dominion Bank...	50	233
Eastern Townships Bank ...	50	148.150
Imperial Bank of Canada ...	100	223
Merchants' Bank of Canada ...	100	152½.153½xd
Metropolitan Bank	100	—
Molson's Bank	100	230.230½
Quebec Bank	20	120xd
Royal Bank of Canada... ...	100	220
Standard Bank of Canada ...	50	219
Traders' Bank of Canada ...	100	131.132
Union Bank of Canada ...	100	130.135xd
Union Bank of Halifax ...	50	—

LOAN COMPANIES.		
Agricultural Savings and Loan	50	119
British Columbia Permanent Loan and Savings	100	—
Canada Landed and National Investment	50	126½
Canada Permanent Mortgage ...	10	135
Canadian Savings and Loan ...	50	—
Cent. Canada Loan & Savings..	100	160
Dom. Savings and Investment	50	70.72
Hamilton Provident and Loan	100	120
Huron & Erie Loan & Savings..	50	180
Imperial Loan and Investment	100	70†
Landed Banking and Loan .	100	118.120
London & Can. Loan & Agency	50	105
London Loan	50	119†
Montreal Loan and Mortgage...	25	132†
National Trust of Ontario ...	100	150
Ontario Loan and Debenture ...	50	131
Real Estate Loan and Debenture	40	85
Toronto General Trusts ...	100	147½
Toronto Mortgage	50	109
Toronto Savings and Loan ...	100	126†

INSURANCE.		
British America	50	—
Canada Life	400	159†
Confederation Life	10	285†
Imperial Life	45	150†
Sun Life of Canada	15	—
Union Life	100	—
Western	20	—

RAILWAYS, TRAMWAYS, LIGHT, AND POWER.		
Canadian General Electric ...	100	107½
Consumer's Gas, Toronto ...	50	192½
Electric Development of Ontario	100	25
Do 5% Bonds	100	87½xd
Halifax Electric Tramway ...	100	100½
Hamilton Cataract Power, Light, and Traction	100	—
Havana Electric Railway ...	100	31.31½
Do. 6% Preferred... ...	100	77½
London Electric...	100	89½†
London Street Railway ...	40	97½†
Montreal Street Railway ...	50	177½.180
do. do. 4% Bonds	100	98.100
Montreal Light, Heat and Power	—	184⅜
Ottawa Electric Railway ...	100	—
St. John Railway	100	97.99
Toronto Electric Light... ...	100	112
Toronto Railway	100	107⅝
Trinidad Railway	100	—
Twin City Rapid Transit ...	100	89½.89⅞
Winnipeg Electric St. Railway	100	172½

SHARES QUOTED ON THE LONDON MARKET.			
British Columbia Develpmt Ass.	1	1⅛	1⅛
Le Roi	5	1⅞	1⅝
Le Roi No 2	5	1⅞	1⅛
Tyee Copper	1		1½
Ymir...	1		3

* In Canada to facilitate business the actual denomination of securities is generally ignored and stocks and shares are quoted at so much % on an assumed par value of $100 † Last sale.

IRON, COAL, AND STEEL, &c.	Paid.	Price per Share per $100.*
Cariboo Hydraulic Mining ...	1	—
Consolidated Mines	100	—
Crow's Nest Pass Coal	100	—
Dominion Coal	100	58⅛
Do. 7% Preferred	100	95¾.100
Do. 5% Bonds	100	93⅛
Dominion Iron and Steel ...	100	16½
Do. 7% Preferred	100	67⅛
Do. 5% Bonds	100	80¼
Intercolonial Coal Mining ...	100	59.61¼
Do. 7% Preferred	100	100¼†
Montreal Steel Works	100	65.67
Do. 7% Preferred	100	93.96
Nova Scotia Steel and Coal ...	100	52¾
Do 8% Preferred	100	108.110
Do. 6% Bonds	100	104.109

MISCELLANEOUS.		
Bell Telephone	100	135
Do. 5% Bonds	100	101.103
Canada North-West Land ...	25	100.105
Do. 6% Preferred	60	—
Canadian Coloured Cotton Mills	100	48.50
Do. 6% Bonds	100	90.92
Canadian Salt 7% Preferred ...	100	—
Dominion Telegraph	50	104
Dominion Textile 7% Preference	—	84½.86
Do. 6% Bonds, Series "A"	—	87.90
Dunlop Tyre 7% Preference ...	100	
Lake of the Woods Milling ...	100	97¼
Do. 7% Preferred	100	112.114
Do. 6% Bonds	100	100.101½
Laurentide Paper	100	102¾
Do. 7% Preferred	100	115⅛
Do. 6% Bonds	100	105.105½
Montreal Cotton	100	105.118
Montreal Telegraph	40	135.138
Niagara Navigation	100	118.120
Northern Navigation	100	97.98
Ogilvie Flour Mills	100	108⅛
Do. 7% Preferred	100	116¾.117
Do. 6% Bonds	100	105.110
Ontario and Qu'Appelle Land...	40	—
Richelieu & Ontario Navigation	100	75.75½
Rogers, W. A., 7% Preferred ...	100	—
St. Lawrence & Chicago Navigation	100	115.117

Shawinigan Power.—The substantial improvement in the price of this stock is due to increased earnings and the scarcity of stock in the market.

There have been "Street" rumours recently that there was a fair chance of the dividend being increased in the not distant future, but those best informed say that so far no action in that direction is under consideration.

The comparative earnings by months follow:—

	1908.	1907.
January	$55,000	$37,904
February	55,450	42,571
March	55,520	43,295
April	56,050	44,150
May	56,185	47,826
June	56,600	50,383
July	57,020	52,501
Total	391.825	318,630

Merchants' Bank of Canada.—This institution has opened a branch at Wainwright, a recently-settled township in Alberta. Mr. H. G. Morison is in charge for the present.

Bank of Vancouver.—This new institution will very shortly commence business. The subscribed capital has already exceeded $500,000.

THE BANK OF TORONTO.

Head Office—TORONTO, CANADA.

Capital $4,000,000

Reserve Fund $4,500,000

70 Branches throughout Canada.

London Agents:—The London City and Midland Bank, Limited.

Collections made on best terms and proceeds promptly remitted.

Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

PUBLIC NOTICE.

CANADIAN GENERAL ELECTRIC COMPANY, LIMITED.

The Canadian Bank of Commerce give notice that the Directors of the above Company in Toronto have declared a QUARTERLY DIVIDEND of 1¾ per cent. for the three months ending September 30, 1908, being at the rate of 7 per cent. per annum on the COMMON STOCK of the Company.

A HALF-YEARLY DIVIDEND of 3½ per cent. for the six months ending September 30, 1908, being at the rate of 7 per cent. per annum, has also been declared on the PREFERENCE STOCK of the Company. The above dividends are payable on the 1st day of October, 1908. The Transfer Books of the Company will be closed from the 15th to the 30th day of September, both days inclusive.

For the Canadian Bank of Commerce, Registrars of the Canadian General Electric Company, Limited.

S. CAMERON ALEXANDER, Manager.

2, Lombard Street, September 7, 1908.

A WARNING TO INVESTORS.

Discussing the prospectus of the Western Wheat Lands and Timber Co., Ltd. (nominal capital, $1,000,000), which was issued in London during June, the *Monetary Times* says:—

"The abridged prospectus stated that the chief characteristic of the soil is black loam, and that 80 per cent. of the whole area can be brought under immediate cultivation, and is suitable for wheat, general farming, or ranching."

"In conversation with a well-informed Western land man, the *Monetary Times* ascertained that most of the lands referred to are of little use, and are known as swamp or marsh lands. North of the property is the rock country, and below again is nothing but swamp and marsh. As to the statement that 80 per cent. of the whole area can be brought under immediate cultivation, this is a wide stretch of imagination. Not in the best of the lands in Western Canada, taking an area such as is owned by the Western Wheat Lands Company, could such a large percentage be brought under cultivation immediately. Another statement in the abridged prospectus is that 'considerable timber is on the east side . . . suitable for building purposes.' This, we are told, is untrue. The timber on the property can be used chiefly for firewood. Of building timber there is little or none.

"The *Monetary Times* has seen Mr. David Wark, upon whose report, amongst others, the company have based certain statements. He tells us that he made a report on this land two or three years ago for Mr. E. Brown, of Portage la Prairie, who had contemplated buying the land. He offered the Manitoba Government therefor $2.40 an acre. Mr. Wark saw certain Manitoba Government officials, and obtained an option on the property for three months; but they would not promise to hold the land from settlers who would come on to it, unless it were paid for in full. The land was not then purchased. It is interesting to note that Mr. Wark did not make the inspection of the land for the Western Wheat Lands and Timber Company, Limited, nor for its directors, but for Mr. E. Brown.

"The land, if drained, might be made of some value, as were the Boyne marshes of Manitoba around the district of Carman, which years ago was nothing but a marsh, and is now a good farming district. Mr. Wark is led to believe that a typewritten report which he made on this property has been tampered with and doctored. He has no interest whatever in the company."

The *Manitoba Free Press* claims that the company bought swamp lands from the Roblin Government for $240,000, and is now selling its stock on the London market on a million dollar capitalisation basis, ensuring handsome profits for the promoters.

Quebec Central.—The net traffic returns for July were $51,943, an increase of $9,032 over the corresponding month last year.

Temiscouata Railway.—The traffic receipts for July were $22,717.

White Pass and Yukon Railway.—The traffic receipts for the two weeks ending August 31 were $118,197.

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The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $5,000,000 (£1,027,397).**

President—B. E. WALKER. **HEAD OFFICE—TORONTO.** General Manager—ALEX. LAIRD

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook, Creston, Dawson, Fernie, Greenwood, Kamloops, Ladysmith, Mission City, Nanaimo, Nelson, New Westminster, Penticton, Prince Rupert, Princeton, Vancouver (3 offices), Victoria, White Horse

WESTERN PROVINCES

Bawlf, Brandon, Calgary, Canora, Carman, Claresholm, Crossfield, Dauphin, Drinkwater, Durban, Edmonton, Elgin, Elkhorn, Gilbert Plains, Gleichen, Grandview, Granum, Hardisty, High River, Humboldt, Innisfail, Innisfree, Kamsack, Langham, Lanigan, Lashburn, Lethbridge, Lloydminster, Macleod, Medicine Hat, Melfort, Moose Jaw, Moosomin, Nanton, Neepawa, Nokomis, N'th Battleford, Norwood, Pincher Creek, Ponoka, Portage la Prairie, Prince Albert, Radisson, Red Deer, Regina, Saskatoon, Stavely, Stony Plain, Strathcona, Swan River, Treherne, Vegreville, Vermilion, Vonda, Wadena, Watson, Wetaskiwin, Weyburn, Winnipeg (8 offices), Yellowgrass

ONTARIO AND QUEBEC

Ayr, Barrie, Belleville, Berlin, Blenheim, Brantford, Cayuga, Chatham, Cobalt, Collingwood, Crediton, De Lorimier, Dresden, Dundas, Dunnville, Exeter, Fort Frances, Fort William, Galt, Goderich, Guelph, Hamilton, Kingston, Latchford, Lindsay, London, Montreal (2 offices), Orangeville, Ottawa (2 offices), Paris, Parkhill, Parry Sound, Peterboro', Port Arthur, Port Perry, Quebec, Rainy River, St. Catharines, Sarnia, Sault Ste. Marie, Seaforth, Simcoe, Stratford, Strathroy, Thedford, Toronto (10 offices), Toronto Junction, Walkerton, Walkerville, Waterloo, Wiarton, Windsor, Wingham, Woodstock

MARITIME PROVINCES

Alberton, Amherst, Antigonish, Barrington, Bridgewater, Charlottetown, Halifax, Middleton, Montague, New Glasgow, Parrsboro', St. John, Shelburne, Souris, Springhill, Summerside, Sydney, C.B., Truro, Windsor

IN THE UNITED STATES

New York, Portland, Ore., San Francisco (2 offices), Seattle, Skagway

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. S. CAMERON ALEXANDER, *Manager.*

Agents in Scotland—**Bank of Scotland.** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the North-West Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 480,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.

A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL

H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.
Ashcroft, B.C.
Battleford, Sask.
Belmont, Man.
Bobcaygeon, Ont.
Brandon, Man.
Brantford, Ont.
Cainsville, Ont.
Calgary, Alta.
Campbellford, Ont.
Darlingford, Man.
Davidson, Sask.
Dawson, Yukon Dist.
Duck Lake, Sask.
Duncans, B.C.
Estevan, Sask.
Fenelon Falls, Ont.
Fredericton, N.B.
Greenwood, B.C.
Halifax, N.S.
Hamilton, Ont.
" Barton St.
" Victoria Ave.
Hedley, B.C.
Kaslo, B.C.
Kingston, Ont.
Levis, P.Q.
London, Ont.
" Market Square.
" Hamilton Road.
Longueuil, P.Q.
Midland, Ont.
Montreal, P.Q.
" St. Catherine St.
N. Vancouver, B.C.
North Battleford, Sask.
Oak River, Man.
Ottawa, Ont.
Quebec, Que.
Reston, Man.
Rossland, B.C.
Rosthern, Sask.
St. John, N.B.
" Union St.
Toronto, Ont.
" King and Dufferin Sts.
" Bloor St. and Lansdowne Ave.
Toronto Jct., Ont.
Trail, B.C.
Vancouver, B.C.
Victoria, B.C.
Weston, Ont.
Winnipeg, Man.
Yorkton, Sask.

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New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

IMPERIAL BANK OF CANADA.

Capital Authorised	$10,000,000.00
Capital Paid Up	4,860,306.80
Rest	4,860,306.81

Head Office ... ... TORONTO.

Branches in the Provinces of ONTARIO, MANITOBA, SASKATCHEWAN, ALBERTA, and BRITISH COLUMBIA.

Moneys received for transfer to **CANADA,** and Drafts and Letters of Credit issued. In England by **Lloyd's Bank, Limited,** and in Scotland by the **Commercial Bank of Scotland, Limited,** at their Head Office and all Branches.

Special attention given to Canadian Collections forwarded either direct to the Head Office in Toronto, to the Branch in Montreal, . . . or through its Agents in England and Scotland. . . .

A GENERAL BANKING BUSINESS TRANSACTED THROUGHOUT THE DOMINION OF CANADA.

THE DOMINION BANK.

HEAD OFFICE: TORONTO,

Capital, Paid Up	$3,800,000
Reserve Fund and Undivided Profits.	5,000,000
Deposits by the Public	34,000,000
Total Assets	43,000,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

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BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,260,274 Sterling. Undivided Profits, £143,830 0 0

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., *Honorary President.*
Hon. Sir GEO. A. DRUMMOND, K.C.M.G., *President.* E. S. CLOUSTON, Esq., *Vice-President.*
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Branches in the Dominion of Canada.

Alliston, Ont.
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
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Charlbttetown.
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Chatham, Ont.
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Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Guelph, Ont.
Grimsby, Ont.
Gretna, Man.
HALIFAX, N.S.
and Sub-Branch,
,, North End.
HAMILTON, Ont.
,, Sherman Avenue.
Hartland, N.B.
Holstein, Ont.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lake Megantic, Que.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat., Alta.
Millbrook, Ont.
Moncton, N.B.
MONTREAL, Que.,
and Sub-Branches.
,, Hochelaga.
,, Papineau Avenue.
Point St. Charles.
,, St. Henri.
,, Seigneurs Street.
,, Westmount.
,, S. Anne de Bellevue
,, West End
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
OTTAWA, Ont.,
and Sub-Branches.
,, Bank St. and Hull.
Paris, Ont.
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Picton, Ont.
Port Arthur, Ont.
Portage La Prairie, Man.
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Port Hope, Ont.
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and Sub-Branches.
,, St. Roch.
,, Upper Town.
Queensville, Ont.
Raymond, Alta.
Regina, Sask.
Rossland, B.C
Rosenfeld, Man.
St. John, N.B.
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon.
Sawyerville, Que.
Shediac, N.B.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
TORONTO, Ont.,
and Sub-Branches.
,, Carlton and
Dundas Streets.
,, Queen Street.
,, Richmond Street.
,, Yonge Street.
Trenton, Ont.
Tweed, Ont.
Vancouver, B.C.
Sub-Branch, West-
minster Avenue.
Vernon, B.C.
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Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
WINNIPEG, Man.,
and Sub-Branches.
,, Fort Rouge.
,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland
Birchy Cove.
St. John's.

In United States.
NEW YORK,
31, Pine Street.
CHICAGO,
Cor: La Salle and
Monroe Street.
SPOKANE,
State of Washington

In Mexico.
CITY OF MEXICO

Correspondents in United States.

Boston—Merchants National Bank. Buffalo—The Marine National Bank. New Orleans—Whitney Central National Bank.
Philadelphia—Bank of North America. San Francisco—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—Rt. Hon. Lord STRATHCONA and MOUNT ROYAL, G.C.M.G., THOMAS SKINNER, Esq., FREDK. W. TAYLOR. *Manager.* H. HAYLOCK, *Assistant Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE
MOLSONS BANK.

Incorporated 1855.

Capital, paid up £690,446 - $3,360,170
Reserve Fund £690,446 - $3,360,170

Head Office, Montreal.

66 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $3,900,000 RESERVE - $4,390,000

Head Office - - - MONTREAL.
86 Branches in Canada.
9 Branches in Cuba.

Branches in Newfoundland and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS, OR INDIVIDUALS, CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—
BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established - 1864

Capital Paid Up, $6,000,000 (£1,232,876) Reserve Fund and Undivided Profits, $4,267,400 (£876,864)

HEAD OFFICE—MONTREAL.

Sir H. Montagu Allan, Kt., *President.* Jonathan Hodgson, Esq., *Vice-President.*
E. F. Hebden, *General Manager.* T. E. Merrett, *Supt. of Branches and Chief Inspector*

BRANCHES AND AGENCIES

ONTARIO

Acton
Alvinston
Athens
Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin
Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Markdale
Meaford
Mildmay
Mitchell
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St. James St.
,, 1255 St. Catherine St. E.
,, 310 St. Catherine St. W.
,, 1330 St. Lawrence Boul.
,, Town of St. Louis
Beauharnois
Lachine
Quebec
,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Jerome
St. Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris
Napinka
Neepawa
Oak Lake
Port'e la Prairie
Russell
Souris
Winnipeg

Alberta.

Calgary
Camrose
Carstairs
Daysland
Edmonton
Ft. Saskatche'n
Lacombe
Leduc
Lethbridge
Medicine Hat
Olds
Red Deer
Sedgewick
Stettler
Tofield
Vegreville
Wainwright
Wetaskiwin

Saskatchewan

Arcola
Carnduff
Gainsborough
Maple Creek
Melville
Oxbow
Whitewood

British Columbia

Vancouver
Victoria

AGENCY IN UNITED STATES—NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 117 Branches of THE MERCHANTS' BANK OF CANADA.

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Banking, Insurance and Finance.

Mischievous Activities. Whilst the recent remarkable demand for Canadian Government and Municipal issues on the part of both home and Continental capitalists has taken some people by surprise, it is really only what might have been expected by close students of Canadian affairs. In these columns we have repeatedly ridiculed the criticisms of ignorant writers who have endeavoured—and sometimes, we are afraid successfully—to mislead their readers as to actual conditions in the Dominion. With a lamentable lack of knowledge of Canadian developments these critics have tried hard to convince the public that Canad . was going ahead too fast, that she was giving hostages to fortune, and so on. And what is the effect of their mischievous activities? Simply to delude those who lean upon these "financial experts" for their advice. For that level-headed men of affairs have really been misled by such vapourings is past belief. Financiers and prominent financial writers in this country are well aware that Canada must be a borrower for many years to come, and that she can give excellent security for every sovereign she borrows in this country. The unfortunate fact is that her necessities compelled her to raise a good deal of capital here at an inconvenient season, and upon terms which were all in favour of those who were able to provide funds urgently required.

* * *

Scarcity of High-class Stocks. This is amply proved by the events of the past few weeks. We have seen loans recently issued here eagerly scrambled for at substantial premiums. The Winnipeg loan, for instance, has touched par, the City of Montreal issue has been bought up to over 6 premium, and the City of Calgary Debentures have advanced to over 5 premium. The Manitoba Telegraph bonds issued at 99 have been freely bid for at 2 premium. There is in fact a distinct scarcity of Canadian Government and Municipal securities, the available supply being frequently quite inadequate to meet the demand. Not only home investors, but Continental capitalists, have lately been large purchasers of Canadian issues, the result being seen in the very pronounced advance which has taken place in quotations. Since the beginning of August prices for all Canadian issues dealt in here have been in the ascendant, one of the most noticeable movements being that in Grand Trunk Junior issues, which, in the face of disappointing traffics, have been accorded influential support, so that quotations are from 3 to 7 points up. The strength exhibited by the Municipal section is one of the most welcome incidents of the past few weeks, as it proves beyond doubt that capitalists and investors in Europe are convinced of the value of these issues as investments, and that they have really been in no way influenced by the recent mischievous attempts of ill-informed critics to decry this class of security. Land shares have been freely bought on the very encouraging cables recently to hand from the Dominion, the higher levels which have been established fully justifying the advice tendered in our issue of July 11 as to the probability of an early recovery in this section.

* * *

Yields and Prices. We would once again impress upon our readers the important fact that whilst there has this year been a distinct improvement in the Canadian markets, the upward trend has been by no means pronounced, apart from the spectacular display in the South American group. Prices have advanced to a very moderate extent, but this really represents little more than the change in market conditions, and investors who are desirous of purchasing purely Canadian stocks need not be deterred by the moderate recovery which has taken place during the past few months. Indeed, in several groups, and especially in Banks, there has been hardly any advance at all this year, and these should presently feel the benefit of the improvement in the general outlook. The average yield on eight representative Bank shares at present prices is as high as 5.2 per cent. Several Street Railway issues can be purchased to pay from 5½ to 5¾ per cent., and nearly 7 per cent. is the average shown upon a group of Industrial Preferred stocks, two of which are milling concerns which are likely to attract special attention in the near future. A selection of common stocks, in companies of a miscellaneous character, several of which come under the category of public utility concerns, gives an average of 6.16 per cent., whilst the average yield on the four lists dealt with works out at as nearly as possible 6 per cent., a very respectable return in view of the character of the stocks included in the different groups dealt with.

* * *

The Advantages of Publicity. Whilst grateful for the response to a previous appeal to secretaries and other officials of public corporations and companies in Canada for reports, balance-sheets, and other literature of a like nature issued from time to time, we would like to state that there are still a number of concerns who have not yet complied with our request for such information. As repeatedly stated in these columns, *CANADA'S* mission is mainly educative, but we must naturally very largely depend upon the assistance of officials for information with regard to the operations of the companies they control. There are many really first-class Canadian concerns which are absolutely unknown to the British investor owing to the fact that no efforts have been exerted to afford publicity with regard to their doings. Steps should be taken to secure the regular distribution of reports and balance-sheets, etc., amongst the leading newspapers. By this means only can the public here be educated up to the attractiveness of companies the names of which are household words in the Dominion, and whose securi ties, if full information were forthcoming with regard to them, would, we are convinced, be largely absorbed by investors in this country.

* * *

Laurentide Paper and Pulp's Report. The issue of the report of the Laurentide Paper and Pulp Company furnishes us with an opportunity of giving up-to-date particulars with regard to another promising Canadian industrial investment. The progressive character of the pulp-wood trade is sufficiently well known to investors in this country to make it unnecessary for us to refer to the nature of the important business carried on by the company beyond the statement that it is an industry which has vast possibilities. The Laurentide Paper and Pulp Company possess some 17,000 square miles of timber lands in the Province of Quebec, 261 square miles having been added to the aggregate during the twelve months covered by the report, at a moderate cost. None conversant with industrial conditions in the Dominion will be surprised to hear that the business for the year under review shows a reduction on the previous total, but this decrease need cause no alarm whatever, for it is much less than might have been reasonably expected, and the net profits at $251,458, against $283,321 in the previous year, are equal to over 15 per cent. on the Common stock of $1,600,000, or, allowing for the 7 per cent. on the $1,200,000 Preference stock, rather better than 11 per cent. on the former class. Bonds, less sinking fund investment, stand at $1,010,000, the total liabilities amounting to $5,035,219, against assets valued at $5,321,644, the surplus thus amounting to $286,425, as compared with $242,966 a year ago.

* * *

A Progressive Company. The sum of $20,000 written off for depreciation is the same as last year, this item standing at $170,000, whilst the very substantial amount charged to sinking fund investment for the reduction of the bonded indebtedness—$190,000—reduces the total liabilities under this head to $1,010,000. The position of the company amply justified the action of the directors in February in increasing the dividend to 7 per cent. on the Common stock at the beginning of the current year, and makes the latter a very attractive investment at the current price of about 103, at which the yields works out at just over 6¾ per cent. The price of the Seven per Cent. Preferred stands at about 115, the yield on this class being a little more than 6 per cent. During the past four years the price of the Common has varied between 107 in 1906 and 80 in the depths of last year's depression, the mean quotation for the same period being 93. The Preferred has fluctuated between 100 and 115, the mean quotation in this case being 105¾. Ably managed, possessed of a large and valuable timber domain, and doing a progressive business, the securities of this company are certainly well worth the attention of the home investor at their current quotations.

FOREST FIRES IN WESTERN ONTARIO.

A great amount of damage has been done by forest fires in the neighbourhood of Fort William and Port Arthur, Ontario. The fires in some cases swept over the United States boundary from the south, all the efforts of the population along the Canadian frontier to stay their progress having failed. The situation along the Canadian Pacific Railway is stated to be extremely grave. For hundreds of miles along the railway a pall of smoke is hanging, and round Fort William and Port Arthur there are complete circles of bush fires. The entire Thunder Cape region to the north of Lake Superior is lighted up, and the village of Hymere, thirty miles from the American frontier, is now being threatened. Scores of lumber camps have been destroyed on the Pigeon and Arrow Rivers, but no details are available as to the loss of life.

The fires destroyed a bridge on the Canadian Pacific Railway at Schreiber, and traffic was interrupted for two days. Owing to the destruction of a bridge over a ravine 600 feet wide at White River, Ontario, a portion of a west-bound train fell into the abyss.

Navigation on the St. Lawrence River is being impeded by dense volumes of smoke from fires on its shores. A collision occurred recently near Quebec between the Allan Steamship Company's *Corinthian* and the Head liner *Malin Head*. The *Malin Head* had her bows badly crushed and was beached. The present conditions are unparalleled in the memory of the oldest pilots.

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Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents.

COBALT.

The following shipments were made during the week ending August 29:—

	lbs.
Buffalo	91,000
Kerr Lake	61,000
McKinley	61,000
Nova Scotia	40,000
La Rose	414,000
O'Brien	101,000
Townsite	40,000
Temiskaming and H.B.	120,000

The total shipments for the week were 1,018,000 lbs. or 509 tons. The total shipments from January 1 to date are 26,850,948 lbs., or 13,425 tons.

Messrs. Thomas Nivins and Son, in a recent report, say:—"Notwithstanding the continued low price of silver, which during the last fortnight touched the minimum levels for over five years, the Cobalt mines are showing a highly satisfactory return of earnings. Dividends have not only been maintained, but there are well-grounded reports of increased disbursements upon the part of Nipissing and others of the older properties, while several of the recently developed mines, such as Cobalt Central and La Rose Consolidated, have been earning dividends for several months, and will begin regular disbursements to their stockholders this fall. The management of the Cobalt Central state that the mines have made net earnings of over $75,000 since July 1 on a mill capacity of only 50 tons a day, and that during the past ten days, with the installation of the new machinery, the capacity has been increased to 100 tons a day. All of the Cobalt properties are now encountering their richest ore at depth. Big Pete is in ore running as high as 7,000 ounces on its No. 2 vein in the lower workings, 250 feet below the surface, while the Kerr Lake has struck one of the richest chutes in the camp at the 400-foot level. Both of these mines are in the diabase formation, in which geologists say the most permanent values are found. Nearly all of the mines in the Kerr Lake district are in the diabase. Among them are Silver Leaf, Foster, Crown Reserve, Cobalt Central, and the Bailey."

A nugget weighing 21 pounds has been brought up from the Wettlaufer property, and will, it is stated, go about 85 per cent. silver.

The vein of calcite and native silver at the Crown Reserve at the 100-foot level is said to be one of the richest ever found in the camp.

ROSSLAND.

Shipments were made during the week ending August 29 as follows:—

	Tons.
Centre Star	3,149
Le Roi	1,586
Le Roi No. 2	682
Evening Star	30
Total	5,847

BOUNDARY.

Oil shipments have been made as follow during the week ending August 29:—

	Tons.
Granby	13,471
Mother Lode	10,492
Oro Denoro	1,580
Rawhide	220
Brooklyn	160
Sally	22
Total	25,945

The shortage of coke, incidental to the Fernie fire has curtailed operations in the Boundary, but this cause will soon be inoperative, and the mines there will soon be sending their ore as freely as ever to the smelters. The B.C. Copper Company is alone smelting up to its full capacity.

SLOCAN-KOOTENAY.

The first shipment of ore of the new company operating the Silver King Mine, the Kootenay Development Syndicate, has been made. The mine is to be worked hereafter on a larger scale, preparations now being made by the establishment of power pumps to unwater the lower levels, which have filled for a long time past.

The Trail smelter is taking more ore than has been the case for some time past, and the receipts for the week are a record in the history of the smelter.

There has been a larger shipment of ore from the St. Eugene this week than for any week previous during the current year.

The following shipments were made during the week ending August 29:—

	Tons.
St. Eugene	1,152
Whitewater	161
Whitewater, milled	280
Poorman, milled	250
Queen, milled	815
North Star	152
Richmond	251
Arlington, Erie	71
Bluebell	159
Standard	127
Rambler-Cariboo	39
Silver Cup	118
Idaho	89
Reco	21
Monarch	31
American Bay	20
Total	3,107

SMELTER RECEIPTS.

The following were the amounts of ore received at the smelters during the week ending August 29:—

	Tons.
Granby	13,471
B.C. Copper Co., Greenwood	12,072
Dominion Copper Co.	380
Consolidated Co., Trail	8,103
Le Roi	1,826

MINING OUTPUTS.

Camp Bird.—Report for the quarter from May 1 to July 31:—Mill: The mill during the above period crushed 20,130 tons of dry ore. Receipts from bullion sold (including cyanide products), $442,876; receipts from concentrates sold, $63,548; less working expenses (including development, transportation, and treatment of product), $145,501; total, $360,923 = £73,960. There have also been expended on construction account for the above period $1,652, say £338, and London and other management expenses £900.

Ymir.—With reference to the circular dated 29th ult., stating that a seam of galena had been cut in the south-east cross-cut, a further cable has been received from the mine manager, stating: "Have found body of mixed vein matter and country rock in Crosscut." Office Note.—This development is very important; it fully corroborates the views expressed in Mr. R. Gilman Brown's report recently sent to the shareholders, and indicates that we are approaching the main body of the new vein.

Le Roi.—The following cable has been received from Rossland this week:—"Shipped from the mine to Northport during the past month, 6,191 tons, containing 2,837 ounces gold, 3,350 ounces silver, and 147,500 lbs. copper. Expenditure on development work during the month, $9,000. Have discovered a good body of ore at the bottom of mine, 1,650 ft. level south vein; grade of ore varies, but is considerably above the average value from other parts of the mine."

Crow's Nest Pass Coal Co., Ltd.—The output for the week ending September 4th was 20,108 tons; daily average 3,351 tons.

The production of pig-iron in the Dominion of Canada in the first half of 1908 amounted to 307,062 tons, as compared with 270,100 tons in 1907. The production of Bessemer pig-iron amounted to 60,225 tons, as against 73,023 tons in 1907. The production of basic pig-iron amounted 195,209 tons, as compared with 161,403 tons. The production of malleable Bessemer, foundry, forge, ferro-silicon and other grades was 51,628 tons, a considerable increase on the 35,674 tons produced in 1907.

REAL ESTATE NOTES.

Montreal.—The transfer of the deed of the property purchased by the City of Westmount from the Hon. Robert Mackay, consisting of 171,565 square feet, and situated south of the Canadian Pacific Railway track, between Glen Avenue and Bethune Street, has been registered. This is the property on which has been erected the city electric and incinerator plants. The consideration is $30,909.20.

Dr. H. M. Patton has sold to F. W. Cowie the north-east part of a lot, with the residence, 612, Sherbrooke Street, West, between Crescent and Mountain, for the sum of $20,000.

Lawrence A. Wilson has sold to Jas. H. Maher, a property at the corner of St. Urbain and Sherbrooke Streets, for $22,000.

Toronto.—Work has been started on four three-storey pressed brick buildings, which are to be erected on the west side of Bay Street, opposite the fire hall, by the Taylor Scott Co., and which will cost $80,000.

The property has 84 feet frontage, and a depth of 105 feet, and was purchased three years ago from the Dole estate by the Taylor-Scott Co., and Mr. Walter Harland Smith, for $115,000.

This is the first large building to be begun down town this year, and will do much to raise the value of the surrounding properties.

St. Boniface.—A great Union stock yard, in which the three transcontinental railways, C.P.R., C.N.R., and G.T.P., are interested, is assured. Options in St. Boniface have been secured convenient to where the railways all cross or converge. The site will be ample for all requirements, comprising 200 acres and rivalling in extent the great yards in the big live stock centres. One of the properties is the 21 acres, of which the city of St. Boniface bought six acres about a year ago for a nuisance ground. The agents acting for the abattoir and railway companies have secured an option on the remaining 16 acres at the price of $1,650 per acre. Another piece of property which comes into the question is part of block "F," belonging to Hon. Robert Rogers. Options have also been secured on lots 308, 309 and 310, belonging to the Archiepiscopal corporation. The price is $1,800 per acre. A tract of six acres has been purchased from H. Belveau at $900 per acre. Altogether options have been secured upon some 200 acres of land.

Portage La Prairie.—An important farm land transfer was made here recently, when Rees Hill, of Indiana, purchased J. J. Grant's 480-acre farm, of which 330 acres was in crop, for $17,000 cash. Mr. Hill's son will occupy the farm. The land a very few years ago was valued at $5 per acre. Mr. Hill gets the crop, which is a very promising one.

Saskatoon.—The Rogers Fruit Co. have found business growing on them so satisfactorily since opening in Saskatoon that they have decided to build a permanent establishment. This new building is to have track frontage and be equipped along the most modern lines for the handling of fresh fruits. In the purchase there was a frontage of 15 feet, and the price is given as $60 a foot, paid to a Winnipeg owner.

Edmonton.—The very large packing plant being erected at the crossing of the C.N.R. and the G.T.P., at a point some four miles north-east of Edmonton, is rapidly nearing completion, and is a very interesting object, especially from the view point of the farmer. It is a seven-storey brick building, equipped with the very latest improvements known to the packing industry.

Strathcona.—This place is daily adding improvements, and is really quite as progressive as its more wealthy neighbour. A great deal of sidewalking has been done recently, or now in progress, very greatly to the city's improvement.

Victoria.—Real estate agents here have sold to Mr. Ulin, manager of the Taylor Mill Co., a number of lots extending from Government Street through Queen's Avenue to Douglas Street, the price being in the neighbourhood of $15,000. Dr. A. A. Humber and the above firm have also purchased a number of lots on the corner of Bay and Government Streets, the purchase price being in the neighbourhood of $5,000.

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SPECIAL CANADIAN EDITION.

ENGINEERING AND MACHINERY

SPECIAL INFORMATION FOR CANADIAN BUYERS
REGARDING BRITISH STANDARD MANUFACTURES

COAL-CUTTING MACHINES FOR CANADA.

WE have on several occasions insisted, in the columns of this journal, on the advantages of British machinery over American, mainly on the ground of the greater strength and lasting qualities of the former, and their greater freedom from breakdown. A good example is to be found in machines for coal cutting, which points our moral thoroughly, because American manufacturers had a fair field, made a very determined attempt to capture the trade in Great Britain in coal-cutting machines, and have been unable to accomplish the feat.

Two things are necessary for a coal cutter, plenty of power and plenty of strength. When coal-cutting machines began to be introduced into the United Kingdom, an American disc machine was brought over, and was very well boomed. It was designed with all the skill for which American inventors are famous, specially for the British market, and it took the fancy of British mining engineers immensely. It was only about half the weight of British machines, and was claimed to take very much less power. A considerable number of them were introduced, and there are mining men who will tell you how much they liked the machine, *if it had only been strong enough, and if it had not broken down so frequently.* We believe we are correct in saying that there is hardly a single machine of this pattern remaining at work in the United Kingdom. The fact was that the light weight was fatal, and the small power equally so. Following upon this, another more determined effort was made to capture the British market. A very skilled American came over to investigate the position, and on his return to America he designed a machine that was to "lick creation," so far as coal cutting was concerned. The new machine was really a revival of an older one that had been tried many years before in the United Kingdom. In two of the early coal-cutting machines the cutting tools were fixed to a chain, which passed round a guide, pushed under the coal when the tools were cutting, the guide being drawn back under the body of the machine when not in use. The new chain machine was an improvement on the older form in several respects, and again it delighted the hearts of mining engineers. The American disc machine had been introduced principally in the Midland districts, Yorkshire, Derbyshire, and Nottinghamshire; the new chain machine was introduced in Northumberland and Durham. Several of the largest firms took it up, their leading mining men being exceedingly enthusiastic about it. Again the American machine has failed to score, and there are now, we believe, no American machines of the kind in use in the Old Country. There are chain machines in use, made on something the same lines as the American machine, and they are being sold, but only for their proper work, which is where the cutting is lighter than the average. It happened that a young English engineer, the son of one of the great scientists of the last century, was working at the problem of a coal-cutting machine at the same time as the American, and he produced, quite independently, a machine very similar to that of the American, but without its faults, and designed for lighter work than the disc machine. His machine, and others somewhat similar, are being made by the leading British firms of coal-cutting machine makers.

The causes of the failure of the American machines have been partly indicated above. One striking feature was the difference between the amount of power that experience had shown British manufacturers to be necessary, and that which American makers tried to do with. It comes out most clearly in the case of the electrically driven machines. Where British makers put in motors of 30 h.p. and upwards, the Americans put motors of 12 h.p. and 15 h.p. When we mention that the coal-cutting machines asked for, and took, often as much as 50 h.p. for a short time, and in a few cases much more—we have heard of one case of 100 h.p. for a very short time—the difference will be apparent. An electric motor, like most machines, will only stand a certain amount of overloading. When the American machines were subjected to overloads they speedily broke down, and it was not possible to put the matter right by fitting larger motors, because there was not room in the machine, and because the other parts of the apparatus—the side frames, etc.—would not stand the additional weight and strain. This brings us to the next cause of failure, structural weakness. While British makers used to support the whole apparatus, side frames machined out of solid slabs of steel, so as to get the greatest strength into the smallest space, the American side frames were of thin stamped angle iron. American axles, bearings, and gear-wheels, also, were all much lighter than the British. American bearings would be 3 in. long, against British 5 in., and 4 in. long against British 7 in. American axles would be 2¾ in. in diameter, against British 3½ in., and so on. Bearings, which are always very important, are particularly so in the case of machines which have to withstand very rough usage, and the longer the bearings, up to a certain well-known limit, the better chance the axle has of not bending. The importance of the difference between the sizes of the axles will be appreciated when it is remembered that the mass of the axle, its ability to resist bending, is as the square of the numbers given, or nearly as 12 is to 20. The same weakness occurred in every part of the machine. The teeth of the gearing, the links of the chains, the starting apparatus for the motors, switch gear, etc., all were designed on "light" lines, leading to sparking at electric contacts, to heating of electric wires, and to trouble generally. As a contrast to this we may give an instance of a British coal-cutting machine the performance of which was almost ideal. We refer to a disc machine that has been working underground in a Yorkshire colliery for five years without any repairs beyond such as could be done by the machine-men themselves, and without a single stoppage. It may be interesting to mention that there are a large number of machines of this type already in use in the Dominion.

SCAMPED DETAILS IN AMERICAN MACHINES.

Some reasons of the cause of the inferiority of American machinery when compared with that of British manufacture are given in the *Iron Age*, an American journal. In the American product (says our contemporary) care is taken to differentiate between the vital parts of a machine and those which, though necessary, do not work towards the excellence of the product The former are made as nearly perfect as possible, while the second group of parts is manufactured as economically as possible. Outside America the tendency is in many works to give the two groups equal workmanship. This, we are told, is "a source of annoyance and sometimes expense" to the Yankee tool maker. So also is the policy of these same manufacturers a source of annoyance, and almost invariably of expense, to the purchaser of their goods. It is just these small matters in which the American machine tools fall short of the British standard. A lathe, for instance, whatever its country of origin, generally does not fail on account of a broken bed or from the headstocks being out of line; but when the American practice of slurring over the details is in vogue such mishaps occur as the breaking of the handles, twisting off of feed screws, and oiler caps getting cross-threaded. In fact, it generally happens that the customer discovers, as the *Iron Age* says, that some part of the machine is not fitted exactly or is not quite in alignment.

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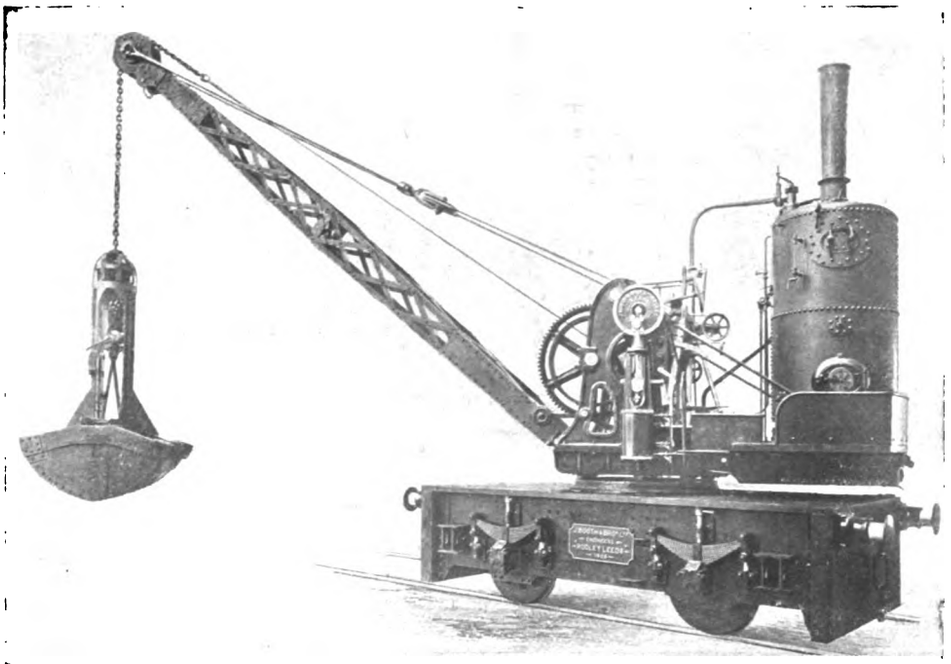

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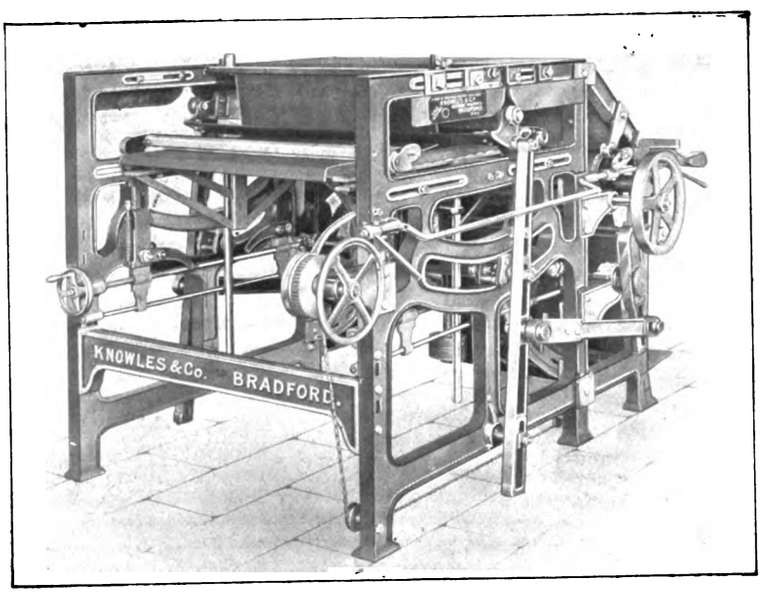

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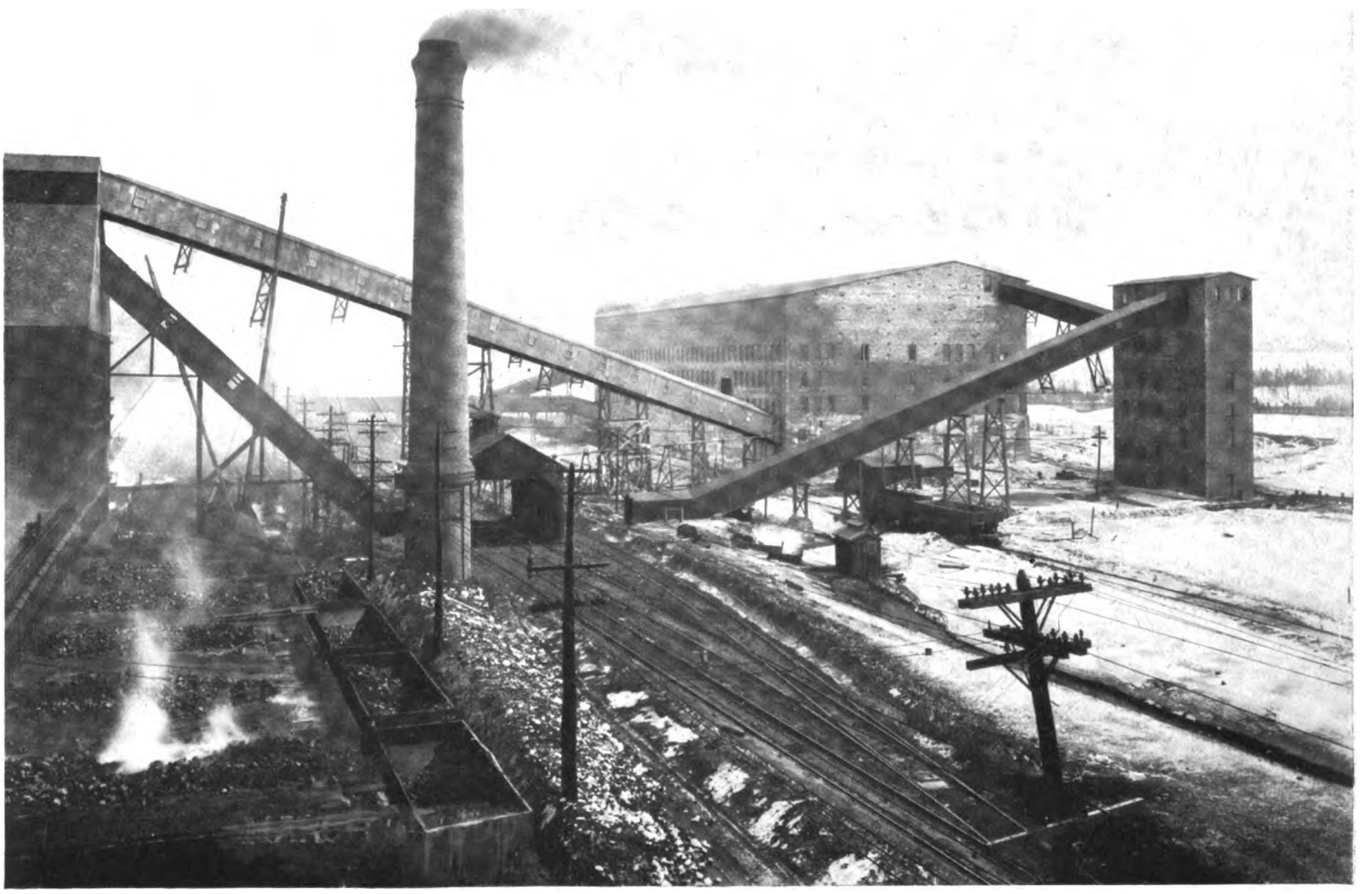
CORRUGATIONS ON ELECTRIC TRAMWAY RAILS.

One of the most troublesome, costly, and, at the same time, inexplicable of all problems concerning tramway engineering is the phenomenon known as rail corrugation, which nearly every tramway manager is called upon to deal with in a more or less aggravated form. The phenomenon is easily explained. In the majority of electric tramway systems, indentations appear in the rails (and more particularly in the outer rail at a curve) after they have been laid some little time. These indentations are at first almost imperceptible, but they soon become more than microscopic with the continued action of the car wheels upon the rails. The extreme importance of this question, and the bearing which it has upon the finances of any tramway undertaking, may well be gauged when we mention that in the city of Glasgow corrugations cost the Corporation (who own the tramways) annually from £10,000 to £15,000, while in nearly every town the cost occasioned by this nuisance varies in proportion to the size of the undertaking.

A curious point that may be noted in connection with corrugations is that they appear intermittently, and in some places are absent altogether. On one of the largest systems in this country which we had occasion to visit some little time ago, we were particularly struck by the remarkable irregularity of the corrugations, and inquiry revealed the fact that sometimes these corrugations have appeared very shortly after the laying of the track, but in other places on the system they had taken considerable time to develop. Many investigators have been at work endeavouring to solve this problem, and while we have several (and, unfortunately, conflicting) theories as to the cause of the phenomenon, from which it seems almost impossible to deduce one theory which will be generally applicable, nobody who has given any consideration to the problem seems to have brought us near to the remedy for it. All that one can be certain about is that the trouble of rail corrugation exists; that it is the bugbear of tramway managers, and a terror to those engaged in electric tramway enterprise. Everything else is quite vague, and shrouded in the deepest mystery, from which there does not seem much hope of emerging until the experts are able to agree upon some common theory as to cause. We are told by some that the source of the trouble lies in the chemical composition of the steel rail used, by others that the construction of the track contributes to the trouble; on the one hand, the cause of the trouble is located in the car wheels, while on the other, other parts of the rolling stock are blamed, and it is declared that to avoid corrugations it becomes necessary to have the wheel axles and the motors driving them rigidly fixed in their correct position. All these factors contribute more or less to rail corrugation, but while advocates of the various theories respectively maintain that theirs alone is the real cause, and, at the same time, show uncompromising hostility to other possible factors, there seems little likelihood of a sound theory being evolved.

A Recent Demonstration.

One of the best attempts which have been made to solve the problem was that by Professor C. A. Carus-Wilson, who recently gave a demonstration which was the culmination of a very lengthy series of tests. Professor Wilson has elaborated an interesting theory as to the cause of corrugations, and it certainly seems that here he has come very near the mark. But it is extremely unfortunate that his investigations bring us no nearer to the remedy than we have ever been. In fact, the Professor inferentially admits that it will be almost impossible to find a remedy. Certainly, if his theory is right, there is very little hope of such a happy consummation, because he presupposes that the rolling stock, track, and all accessories of the tramway undertaking must reach such a state of perfection as it is impossible to expect under present day working conditions. Professor Wilson finds that the corrugation is due to the skidding of the car wheels along the track. This skid he considers to be due to an elastic "give" in the axle, causing the wheel to cut into the rail intermittently, thus leaving a corrugation mark. In his opinion, two conditions, as a rule, determine corrugations:—(1) Percentage of skid, and (2) speed of car, and unless these conditions fit into one another it was impossible to get the necessary rhythmic action on the wheel. There can be no doubt that sand or grit which get on the rails have something to do with corrugation. Numerous instances might be quoted where corrugations are worst in places where the rails are liable to be continually covered with sharp gritty dust. Thus in the case of the Brussels tramways the worst corrugations occur on the Boulevard de Waterloo, where the tram lines are flanked from end to end by a sand-covered avenue. This may also explain why the tram lines in one town, say, for example, Norwich, are badly corrugated, while at another, say Coventry, where the track, the rails, and the rolling stock are identical in character there is little or no corrugation, the difference being due to the quantity of dry flint dust that is blown over Norwich tracks by the prevailing east winds. If a remedy is to be found, it is essential that the cost of same should not be excessive, otherwise, if it is going to cost more than the corrugations themselves, the whole thing had better be left alone. It seems to us, however, that the application of differential gear on the cars affords a possible remedy, especially if, as Professor Carus-Wilson indicates, the trouble is due to elastic twists in the shafts, which of course will be cut out by differential gear. At all events, this remedy affords an excellent test on tramway systems about to be started.



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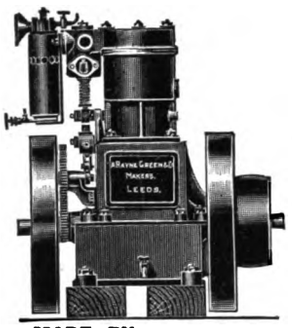

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NOTES OF THE MONTH.

Canada's Oil Fields. It is satisfactory to note that new oil-bearing areas are frequently being discovered in Canada. Moreover, the oil is found near tide water, a fact which, in addition to the excellent quality of the oil, should tell in its favour in the markets of the world. Some years ago the Admiralty made experiments with liquid fuel, but it was with oil from Russia and Borneo, and the result was unsatisfactory. Then it was pointed out that the difficulties would be entirely overcome if England would look to the Dominion for supplies of liquid fuel. Further, it was stated that Canadian petroleum was the best liquid fuel obtainable in the world, and that large quantities could be delivered at Halifax and Vancouver; and that if the Imperial Government would only test Canadian oil fuel they would find the results satisfactory in every respect. It was also urged that one great advantage of Canadian oil fuel was its absolute safety, and ability to stand a very high flash test. But the appeal was neglected by the Imperial authorities. Now, once again, there is talk of liquid fuel being used in his Majesty's ships. If experiments are to be made it is to be hoped that they will be made with Canadian oil fuel. Not only is it, as we have said, the best in the world, but it is produced within the Empire, a great advantage when there is a question of supplying the Navy with fuel.

* * *

Points to be Noted. Canada is the land of small wells, and as the old ones give out the sinking of new ones goes on constantly. Consequently there is always considerable activity in this lucrative industry. In the North-West discoveries of oil have been made 200 miles higher up than Athabasca Landing, which is eighty miles from the new railway, and 200 miles lower down the river the Government have drilled a successful test well. Many fields have not been developed because of transport difficulties, but enough is being done in the North-West to indicate that this part of the Dominion is becoming a factor in the production of petroleum in Canada. Two points strike us very forcibly in this search for oil-fields; one is that here is an excellent opportunity for the British investor, since money is needed for the necessary plant. The other point is that with this rush northward in search of petroleum, manufacturers in Great Britain of pumps, drillers, and machinery used in the oil-fields, ought, with a little business enterprise, to reap their share of what promises to be a rich harvest.

* * *

A Loss to Canada. The governing body of the new Imperial College of Science and Technology are to be congratulated on having secured for the post of Rector of the college Dr. H. T. Bovey. Dr. Bovey, though a Devonian born, and in his earlier days on the engineering staff of the Mersey Docks and Harbour Board, has been so largely associated with Canada that one almost forgets that he has not always lived and worked in the Dominion. He was one of the founders of the Canadian Society of Civil Engineers, of which he was vice-president in 1896-7 and president in 1900. He will be much missed at McGill University, where he has, as Dean of the Faculty of Applied Science, done splendid work—work of national importance. He first went to McGill as a professor of civil engineering and applied mechanics, the engineering courses being at that time a branch of the Faculty of Arts. Very soon, however, after Dr. Bovey's appointment, a new Department of Applied Science was founded, and he became the first Dean. That his work has not been unnoticed in the engineering world is shown by his new appointment, which is one of great honour and responsibility. What is a loss to Canada is a gain to Great Britain.

* * *

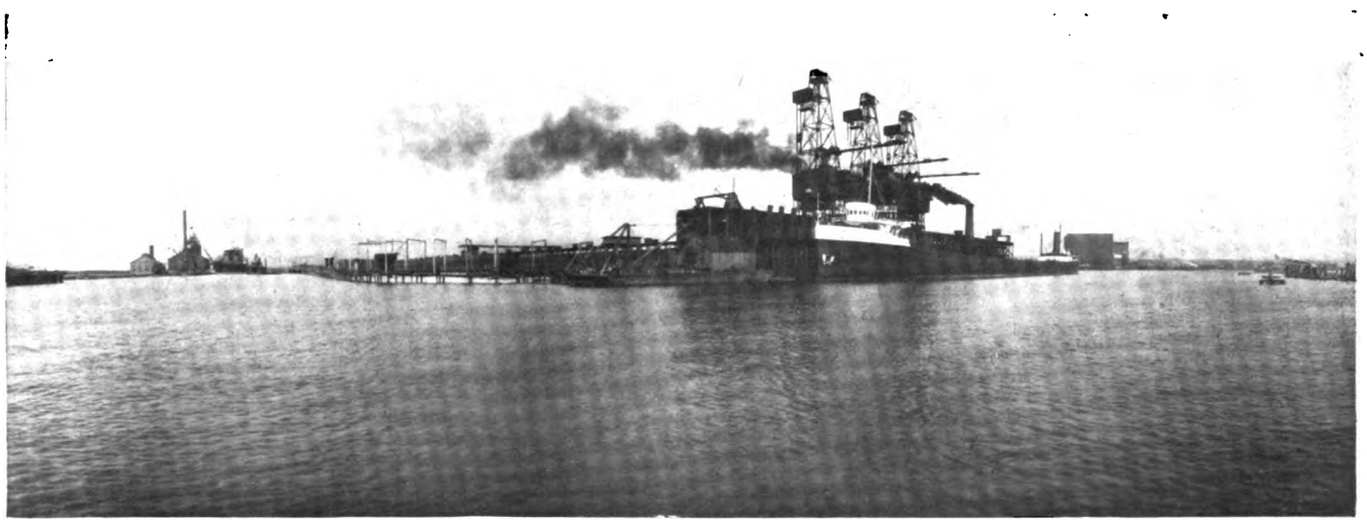
A Necessity in a Big City. We commented in our last Engineering Supplement on the fact that in Western Canada there should be a wide field for the installation of incinerators or destructors. By the last mail we get news of an incinerator being installed at Edmonton, and no doubt other large towns will follow when once it is understood what an absolute necessity an incinerator really is. British manufacturers should not miss the opportunity. At Edmonton it was an American incinerator that was installed; but we note with pleasure that the iron spiral staircase from the basement to the upper floor of the building was imported from England, the makers being the St. Pancras Iron Works, London. Also, the water-jacket surrounding the furnace is constructed of the best boiler steel made in Scotland. We hope to see British manufacturers wake to the fact that the towns in the West will all be needing destructors in the near future. It would be pleasant reading to see the announcement that a British firm had secured the contract from the next town that proposes to instal an incinerator.

* * *

Want of Enterprise. "Unfortunately, it is far more difficult for the Canadian purchaser of machinery to see the sort of engine or machine he requires in actual operation, if of British manufacture, than if it is manufactured in the United States. Undoubtedly this is one of the reasons why there is so little British-made machinery in use." These remarks were made to a representative of *CANADA* more than once in the principal manufacturing centres of the Dominion. In the railway works of the Grand Trunk and Canadian Pacific Railways there are British machines, of which the superintending engineers speak highly; but the field generally was abandoned to the Americans in the early days when the possibilities of the Canadian market were totally ignored on this side of the Atlantic. Now those English firms which are making a really persistent effort to recover lost ground are receiving considerable encouragement to carry on an up-hill fight. So far, however, such opportunities as are offered by the Toronto Annual Exhibition, which is visited by nearly a million persons, are not taken by the British manufacturers as they are by the Americans to show various types of machinery in actual operation. In the course of a few years Winnipeg, Regina, Edmonton, Vancouver, and other Western cities will hold annual exhibitions on similar lines to the one at Toronto, which has done so much to keep the farmer and the small manufacturer resident in distant areas in touch with the latest developments of mechanical science.

* * *

The New Quebec Bridge. We are informed on excellent authority, and trust the news may prove trustworthy, that the Quebec bridge will be rebuilt within the next two years, in which it would not in the least delay the opening of the through service over Canada's new Transcontinental Railway. The lost of life in the collapse of this mighty structure was so appalling as to obscure for a time the blow which the country had sustained through the snapping of this all-important link in the national and Imperial highway now building from Moncton, in the province of New Brunswick, to Prince Rupert, on the Pacific coast. But if the eminent



A COLLIER UNLOADING AT THE CANADIAN NORTHERN RAILWAY DOCKS AT ATIKOKAN.

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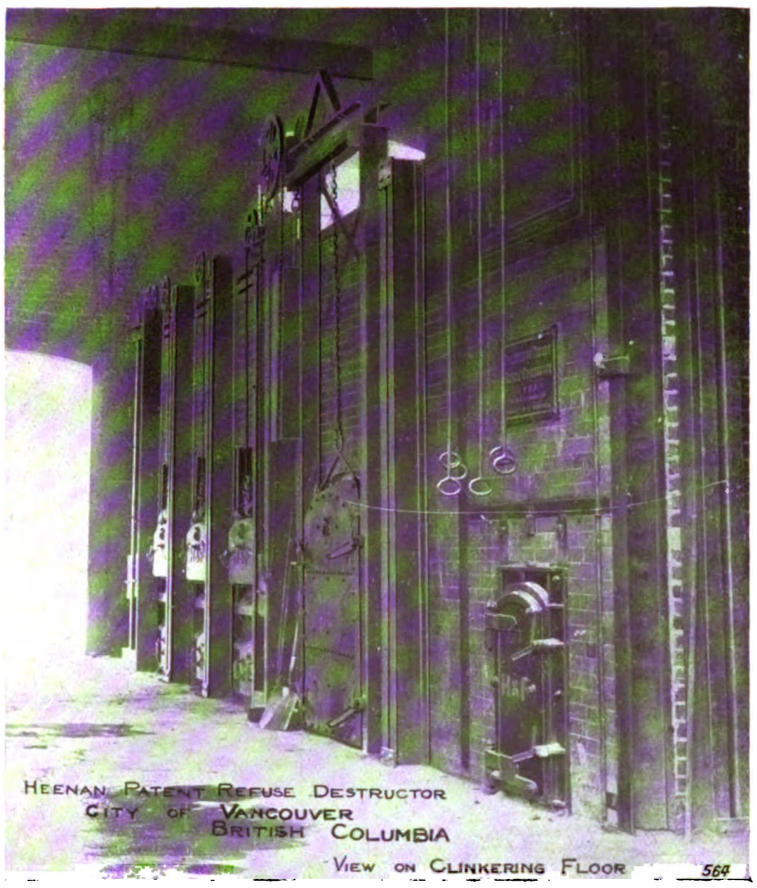

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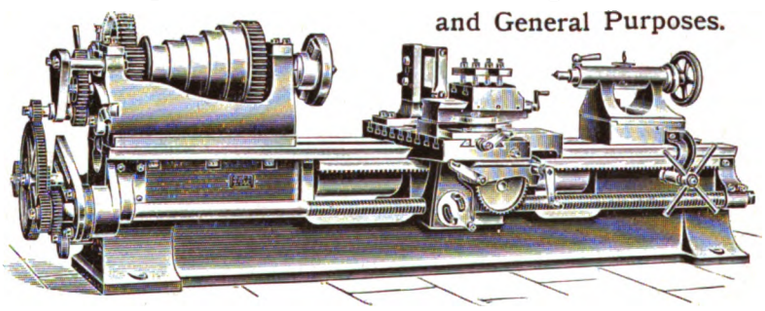

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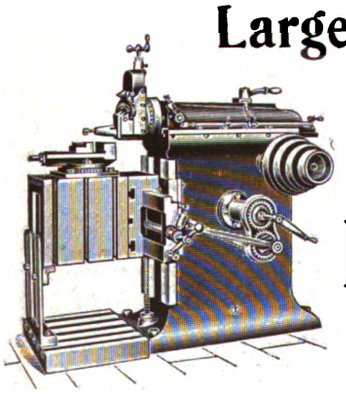

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engineers to whom the Dominion Government has entrusted the preparation of plans for the new bridge are able to modify the old plan in such a way as to supply the desired strength, all will hope that this will be done on account of the enormous saving of time which would thereby be effected in the completion of the work. The Government's action in entrusting the engineering problems arising from the fall of the former bridge to three men of international repute in the science of bridge construction meets, as it should, with the cordial approval of the Press and public of Canada, and offers, we should say, the most ample assurance against any repetition of the dire catastrophe of one year ago.

* * *

Contract Tenders. An evil exposed. In a recent number *CANADA* announced that the Montreal City Council had awarded contracts to a Scottish firm for iron pipe to the amount of $35,000, Commenting upon this decision the *Montreal Herald* says:—"The Water Committee tacitly admitted its mistake in giving a contract to a local firm just because it happens to be a local firm, even when its tender is higher than that of other firms who are not Canadian, by its action. But for the *Herald*, the public would never have heard of the extraordinary development arising out of the awarding of a tender for water main pipes to a Canadian firm at a price higher than that offered by the Montreal agent of a Scottish firm. Since the *Herald* exposed that affair by showing that the Canadian firm was compelled to purchase the pipes from the Scottish firm whose tender had been turned down, however, the Water Committee has changed front, and there has been no tall talk about supporting home industries at the highest figure. The tender went to the lowest tenderer who could fulfil the contract within the specified time, and it so happened that this tenderer was the agent of the very Scottish firm who had been turned down on the previous proposition some months ago." It will no doubt be of interest to British firms to know that the Canadian Press is alive to the evil—so often pointed out by *CANADA*—of giving contracts to local firms merely because they are local, and not because they made the lowest tender, or were the most capable of fulfilling the contract.

THE ELECTRIFICATION OF THE SINCLAIR TUNNEL.

A Grand Trunk official states that a new electrical equipment of the tunnel under St. Clair River between Sarnia and Port Huron has since the completion of the installation by the Westinghouse Electrical and Manufacturing Company resulted in an increase in the traffic capacity of the system at that point of more than one-third. The locomotives are of the single-faced type, and there are five now in operation, while two more are expected to be ready in time for the fall traffic.

All passenger and freight trains from the West have been hauled through this tunnel by these locomotives since May 17, the steam locomotives previously in use having been entirely discontinued. The electric locomotives are the largest that have ever been built.

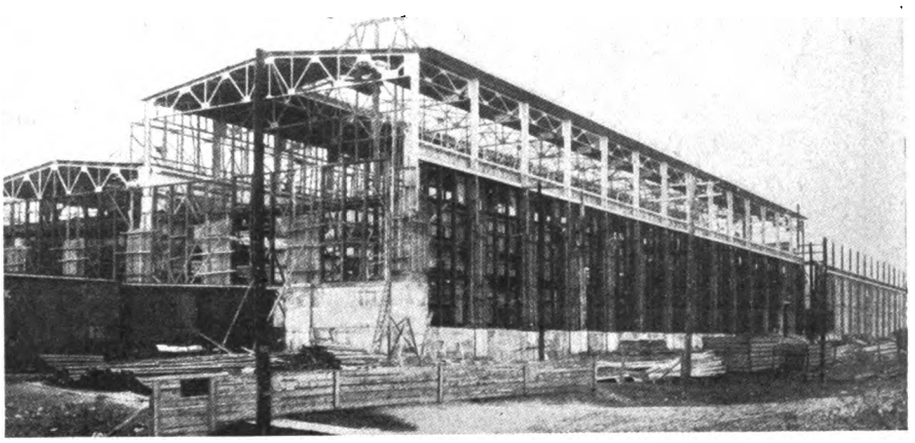
NEW GRAND TRUNK SHOPS AT STRATFORD.

The locomotive shops of the Grand Trunk Railway at Stratford, Ontario, are undergoing extensive improvements. Last summer a large building was erected as a tender shop. This, however, was but a beginning. In the autumn operations began on the main building which is shown herewith, and since then great progress has been made, without, however, interfering with the regular work of the plant.

To permit of the new building being erected, the old boiler shops were pulled down. The work which had formerly been carried on in this building was transferred to the new tender shop, where, by means of economy of space and time, the two departments were kept going. Meanwhile construction went on all through the winter, till now the main building is almost completed.

To the extreme right of the illustration will be seen the structural steel work rising up in a continuation of the main building. The work being carried on there is of particular interest, although the picture does not show it. The old building has been left standing and the regular work is proceeding in the ordinary way. It is being gradually enclosed, however, by the big girders of the new building which is to take its place. Since the new building will be considerably larger than the old one, it is possible to have this construction work proceed on both sides of the old building without interfering with its occupancy. When the new building is ready to receive the main roof trusses, the old one will be pulled down in instalments.

During all the time that building operations have been under way there has been no interference with work to such an extent as to affect the output of the shops. The work has been maintained at the normal. When working to their full capacity the old shops employed six hundred men. When the new buildings are completed they will need one thousand mechanics to man them.



THE GRAND TRUNK SHOPS NOW IN COURSE OF ERECTION AT STRATFORD, ONT.

TRADE ENQUIRIES

OF INTEREST TO CANADIAN & BRITISH EXPORTERS & IMPORTERS

No business firm in Great Britain or Canada desirous of engaging in trans-Atlantic Trade can afford to neglect this column, in which are published many valuable enquiries. Letters in reply to any of these enquiries sent to the offices of this paper will be immediately forwarded.

The folowing are among the enquiries relating to Canadian trade which have been recently received at the office of the High Commissioner for Canada, 17, Victoria Street, London, S.W.:—

A Yorkshire firm, manufacturing grinding and polishing machinery, hack saws, cutting lathes, and bench drills, and other machinery, seek the services of a Canadian resident representative.

A Glasgow firm would like to hear from Canadian buyers of tar products and pitch, firebricks, and fireclay, and of chemicals, metals, etc.

A London manufacturer of indelible marking ink, used by the laundry trade, wishes to appoint a resident buying agent in Canada.

A recently-established wood-working company in Nova Scotia wishes to get into touch with United Kingdom buyers of broom handles, dowels, brush heads, flat handles, etc., and is prepared to manufacture goods to sample supplied. They can also offer doors, sashes, and flooring.

A firm of agents at Prince Rupert (B.C.) reports an opening for ropes; also flags and bunting, and invites correspondence from British manufacturers prepared to appoint a resident agent.

A Canadian firm manufacturing embossed mouldings, ornaments, balusters, pillars, and various kinds of turned goods, would be pleased to furnish samples and quotations to United Kingdom importers.

Enquiry has been made by a wholesale firm of paper dealers in New Brunswick for the names of United Kingdom manufacturers of pure and imitation parchment paper, of which they are prepared to import large quantities.

A North of England company manufacturing watches wish to extend their trade into Canada, and are prepared to appoint a suitable resident agent.

A London firm of merchants is prepared to take up the United Kingdom agency for Canadian import and export firms.

A London firm dealing in oils, grease, and lubricators, is prepared to appoint representatives in Canada.

A firm of merchants in London desires to open up business connections with Canadian exporters of hides and skins, horns, bones, hoofs, tallow, greases, woodflour, or woodmeal, hog hair, cow hair, wool, mica, fish oils, manures, etc., etc.

A London firm of cement manufacturers desires to increase their business connections in Canada, and is also prepared to appoint agents there to represent them.

Enquiry has been received from a London firm manufacturing felt and slag wool for the names of parties in some Canadian towns, other than Toronto and Halifax, who might be prepared to undertake their representation.

A Lancashire correspondent, who is the patentee of a baling press for pressing cotton, jute, wool, hay, straw, etc., into bales of light or great density, desires to hear from interested parties in Canada.

A Canadian company manufacturing closet seats in large quantities, andalso automatic wood-turned goods, such as poles, spindles, poleends, rings, dowels, etc., invite correspondence from United Kingdom buyers.

An enquiry has been also received at the offices of *CANADA* from a gentleman possessing high references and qualifications who wishes to be placed in touch with British manufacturers of iron and steel tubes, desirous of establishing Canadian connections.

Professor E. A. Stone, late of Dalhousie University, has been appointed Dean of the Engineering School of New Brunswick University. Professor Stone was born in Charlottetown, and graduated from McGill, Montreal, in 1891, as gold medallist in civil engineering with the degree of B.A.Sc. He has had extensive experience in railroad engineering, having been engaged in designing several street railway tracks in Montreal and Toronto. He was later on the staff of the chief engineer of the Canada Foundry Co., of Toronto.

The City Council of Victoria, B.C., has given a contract to the Hinton Electric Company for 23,000 feet of wire at 17½ cents per pound; for the insulators at 86 per 100, and $2.15 per 100 for the pins.

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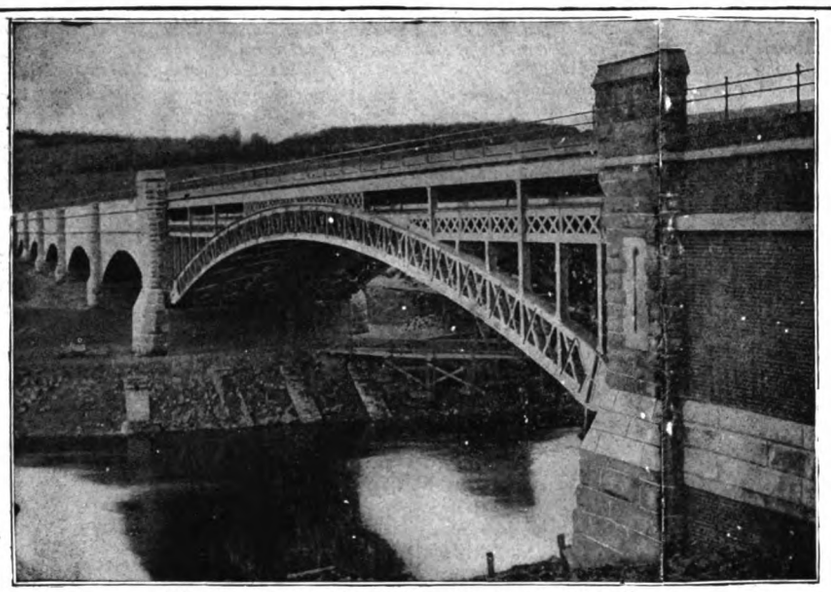

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EVERY DESCRIPTION.

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Complete

COLLIERY PLANTS,

ELEVATORS AND CONVEYORS OF ALL TYPES.

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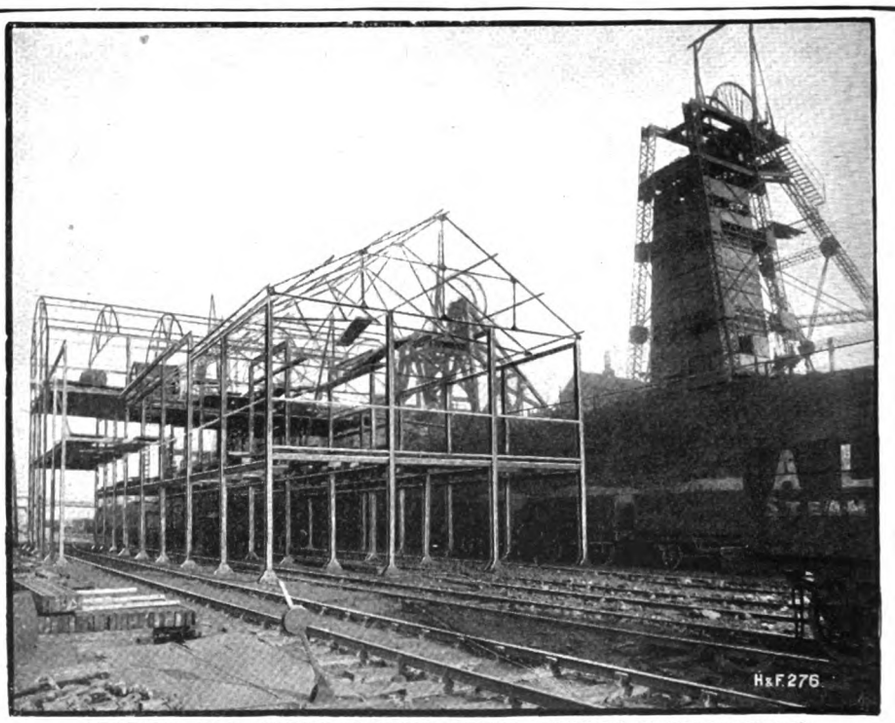

COMPLETE COAL SCREENING PLANT DURING ERECTION IN SOUTH WALES.

Bridges, Roofs and Constructional Work: NEWTON HEATH IRONWORKS, MANCHESTER, ENGLAND.

Refuse Destructors: 4, CHAPEL WALKS, MANCHESTER, ENGLAND.

Colliery Plant, Fans, Haulage Gears and Railway Work: WORCESTER ENGINEERING WORKS, WORCESTER, ENGLAND.

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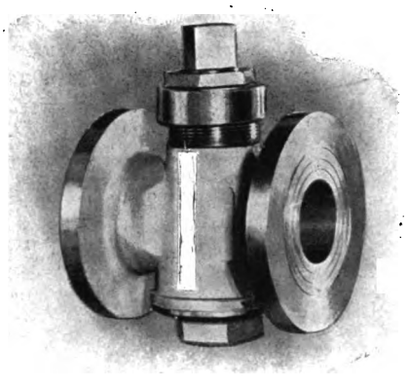
A Noted Firm of Bradford Brassworkers.

Ingenious Steam Plugs and Water Gauges.

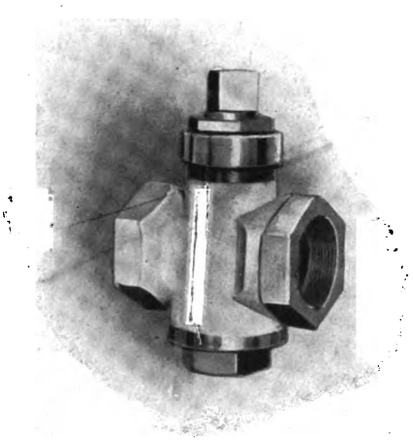
THOUGH the manufacture of woollen and worsted goods is still the staple trade of Bradford, Yorkshire, there has lately been noticed within the city quite a considerable advance in its engineering products. To the long list of ingenious mechanical contrivances which the city has given forth to the world must now be added one by which the firm of Messrs. Millar, Dennis and Co., well known in the north country, is fast acquiring a wider fame. We refer to the "Bradford" steam cock, which, for the benefit of the uninitiated, may be explained as being a brass fitting used in connection with compressed air or steam pipes. This, of course, is not the only manufacture of Messrs.



BRADFORD COCK, FLANGED.

Millar, Dennis and Co., but it is the one which has given the firm a reputation for ingenuity and good workmanship over more than one continent.

Messrs. Millar, Dennis and Co. is a firm with Canadian pretensions. Trading in almost every other British colony, the present partners, Messrs. J. and W. Dennis, now feel that, despite the keenness of American competition in the Canadian market, they can develop their trade in the Dominion. To that end they have recently appointed a Canadian representative in the person of Mr. Joseph E. Hargrave, the well-known agent of Toronto, and through him they are prepared to treat with customers on terms which will compare favourably with those of American firms of closer proximity. It is only within recent times that British manufacturers have realised the vast possibilities of trade in Canada, and Canadians on their part have but to have experience of the superiority of British manufactures to make the trade a lasting one. Particularly does that remark apply to the manufactures of Messrs. Millar, Dennis and Co. The firm is an old-established one. Founded by the late Mr. John Wm. Dennis and the late Mr. Chas. Millar, it has had a record of continuous development and prosperity. The home of the firm up to quite recently was in Listerhills Road, Bradford, where for thirty-three years practically every appliance in brasswork was made. Extensions were frequent, until at length the growth of the business compelled a removal to more commodious premises. During the last six months, therefore, the firm has become installed in the premises known as Victoria Works, Thornton Road, Bradford, having an area of about 1,200 square yards. Here they employ about seventy men, and, with

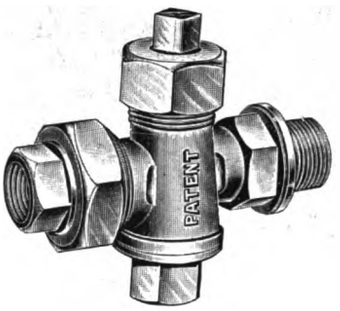


BRADFORD COCK, SCREWRD.

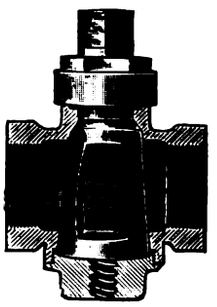
the works arranged upon the most modern and scientific principles, they can quite comfortably complete an output of twelve tons of brass castings per month.

Their works are an education in up-to-date engineering methods. Self-contained, and occupying but one floor, the arrangement is such that raw material enters the premises at one end and, by continuous progression, is turned out at the other end as the finished article. Under this arrangement no waste and no duplication of energy is possible. In the foundry are eight furnaces and a core-drying oven, and in that department castings can be dealt with up to half a ton in weight. The other departments are the brass-finishing shop, where forty lathes are at work, and the iron turning department, for, it should be noted that, although Messrs. Millar, Dennis and Co. are essentially brassworkers, they have lately developed exceedingly the allied trade of iron turning. In this department of their trade their chief product is a suice valve, and a high pressure bridge lid cast iron stop valve, which is suitable for working at a pressure of 200 lbs. per square inch. In describing the firm's workshop it might be added that the motive power is derived from a producer gas plant, and that the men employed have nearly all been continuously with the firm for nearly twenty years.

We have said that Messrs. Millar, Dennis and Co. do a large trade with the colonies, but of all the colonies South Africa is perhaps their best customer, though in Australia, Tasmania, and New Zealand they do a considerable trade in certain goods. Their special "Bradford" steam cock has been found very useful in the diamond mines of South Africa, as many as 50,000 of these cocks being in use there at the present time. One firm alone is accustomed to send orders for a thousand at a time, for Messrs. Millar, Dennis and Co.



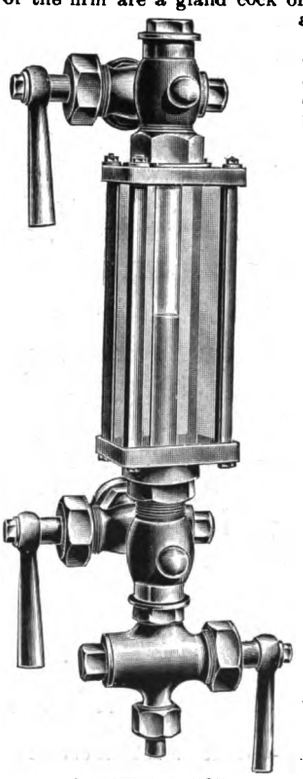
DRAIN COCK AND UNION.



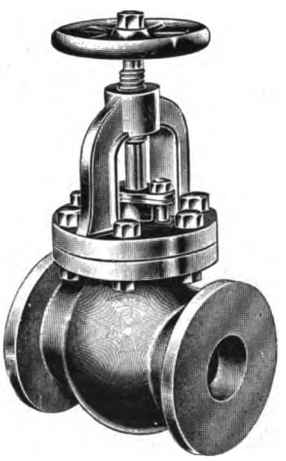
SECTION SHOWING CONSTRUCTION.

have acquired a reputation second to none in regard to the durability and good workmanship of their fittings. The "Bradford" steam cock is worthy of description, inasmuch as it overcomes the objection which arises to most ordinary plug taps, which, tightening with a nut, are apt to become jammed. The "Bradford" plug is not held in its barrel by either screw or nut, as will appear from the illustrations which accompany this article. It has perfect liberty under sudden expansion to ease itself on its spring-fed centre, so that jamming under unequal expansion is thus rendered impossible. The jamming of the cone in the barrel through pressure of the spring is likewise prevented by the patent cone at the small end of the plug, thus rendering it in use the easiest cock to open or close. Being spring centre-fed also, it is practically self-grinding; the more it is turned the easier it grinds itself into its bed. These appliances, which have practically double the life of most ordinary cocks, are made either screwed or flanged, and in sizes from ¼in. to 4in., either in gun metal or cast iron. Over 60,000 of them, we are assured, are at work at the present time.

Another specialty of the firm's is the "Bradford" water gauge, made on pretty much the same principle as the "Bradford" cock, and in either flanged or screwed pattern. Other important products of the firm are a gland cock or plug cock, in gun metal or iron, an asbestos packed water gauge, and all the fittings, in short, which are required in connection with steam apparatus. Messrs. Millar, Dennis and Co. have for a long time supplied the British Admiralty and



A WATER GAUGE.



CAST IRON BRIDGE LID VALVE.
(Gun metal working parts.)

War Office, and in that connection it may be mentioned that on several of the most recent battleships and ocean liners the brass louvre ventilating work has come almost entirely from Victoria Works, Bradford.

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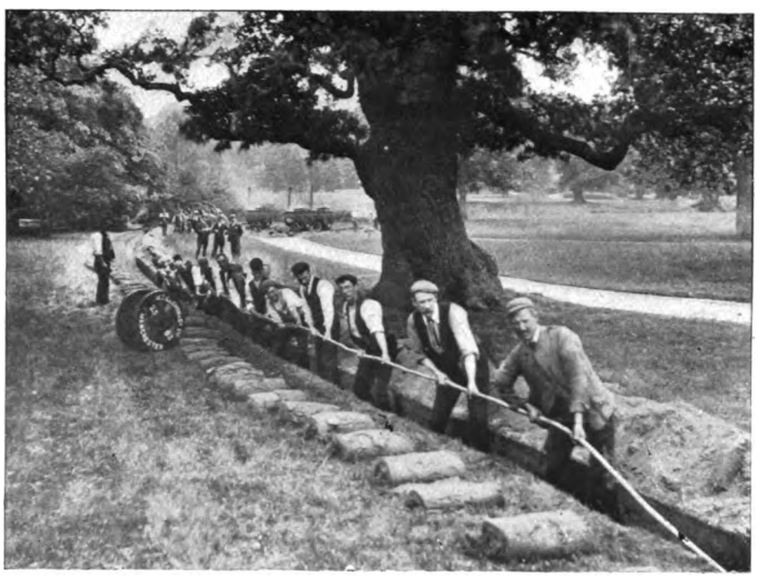
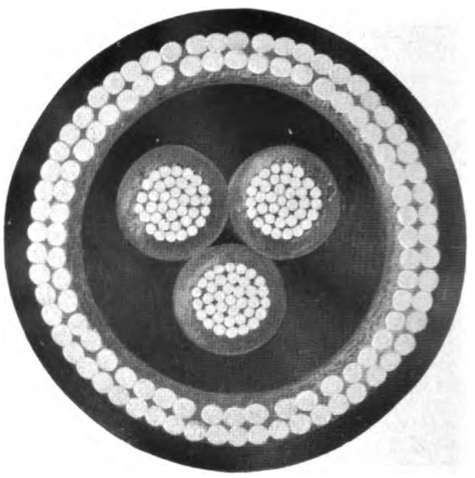


CLOVER'S CABLES are used at SANDRINGHAM PALACE and ESTATE by *KING EDWARD.*



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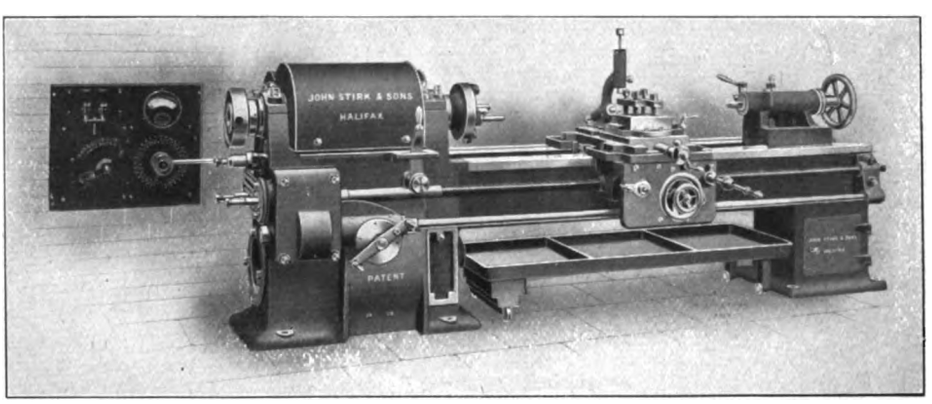
TOOLS OF ALL KINDS.



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ANY WEIGHT UP TO 100 TONS.

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BRITISH OPPORTUNITIES IN CANADA:

An Antidote for Depression.

NO matter what newspaper or business journal one picks up just now it is sure to contain either details of present depression in more than one line of British trade or a forecast of a period of depression that is imminent. Dr. Shadwell's able articles in the *Evening News* point both to the existence of the disease and also to possible cures. It is evident that he belongs to those who look to imperial trade to solve the problem, and to both supply the much needed opportunity for the employment of organised capital and also occupation for that army of unemployed which is ever creating a more and more serious national problem.

In the years 1906 and 1907, when British trade was at its zenith, there was an enormous amount of unemployment. With trade declining at the alarming rate shown by the Board of Trade returns, the outlook for workers during the coming winter is very gloomy.

From the point of view of unemployment, the most serious feature is the falling off of the exports of manufactured goods. The following are some of the most serious declines during the month:—

Iron and steel manufactures	£1,037,737
Cotton	1,852,861
Wool	851,573
Cutlery	130,145
Ships	462,499

This decline is, be it noted, occurring when the nearest and greatest of our overseas independencies is passing through so wonderful a period of prosperous development.

The Growth of the Dominion.

There are still not wanting those who find it hard to understand the value of the Dominions that they term colonies, failing to appreciate the fact that, with increase of population and consequent sharpening of competition, the need of room for expansion becomes urgent. We have often, in the columns of *CANADA*, endeavoured to point out how great an opportunity is afforded by the development of the country from which this paper takes its name, and we believe that our efforts have not been altogether unsuccessful. It is one thing, however, to read or hear of possibilities and quite another to appreciate them and turn them into advantages gained. There can be no question of the fact that an enormous volume of trade will be done in Canada in the future. Of that the history of the last decade is sufficient proof, as, with the natural resources of the country only in their initial stages of development, huge regions unexploited, even almost unexplored, and millions of fertile acres still open for free settlement, Canada is already one of the producing nations of the world. The question then must be, who is going to take advantage of the opportunities the near future must certainly offer? Is it to be left to foreigners, or are we to reach out and take our full share?

An Example.

The growth of the city of Winnipeg may well be regarded as an illustration of the development of Canada. Winnipeg's population has increased from 48,000 inhabitants in 1903 to 118,000 in 1907. Eighteen new factories were opened, and 68 other industrial enterprises were incorporated in 1907, having Winnipeg as their chief place of business. Its manufactured output, only $8,680,000 in 1901, amounted in 1907 to $22,000,000. The Canadian Pacific Railway Company's yards at Winnipeg are the largest in the world, owned and operated by one company, and there are also two other railroads—the Canadian Northern and the Grand Trunk Pacific—both of which will soon also be transcontinental lines, and both of which have extensive yards and establishments in the city. Yet only slightly over 8,000,000 of the 357,000,000 acres of land in Manitoba, Alberta, and Saskatchewan are at present under cultivation, though more than half of the whole huge total are said to be fertile and eminently suitable for agriculture. In no other country at the present date is so much new railway work being undertaken as in Canada, where thousands of miles of new railroads have been planned for completion in 1908, creating a valuable market for dealers in railway supplies and equipment. New municipalities are being formed, especially throughout the western provinces, all tending to increase the demand for machinery, electric lighting plants, rollers, scrapers, machinery for boring wells, for the equipment of local factories and breweries, implements for road grading, equipment for drainage and water systems, all entailing the use of a large amount of special machinery and supplies.

From the present outlook it seems certain that the region now known as Western Canada will soon contain a preponderance of the population of the Dominion, controlling, therefore, the larger part of the trade of the country, while the vast territories, at present only to be counted as a potential asset, are yet to be reckoned with. At present the American competitors are far more widely awake to these possibilities than are we, although interest is now being awakened which may lead to a change in this respect.

Steps in the Right Direction.

During the last few years there have been frequent tours throughout Canada by organised parties, composed of members of many trades, professions, and occupations. Parties of journalists have travelled, at the invitation of the Canadian railroad companies, spreading their reports widely through both the metropolitan and provincial British papers. Parties of farmers have visited the great wheat-growing districts, and have been amazed at the fertility of the land and its enormous extent. Members of trade institutes have inspected the conditions governing their own trades in Canada. At the present moment a number of members of the Institute of British Mining Engineers are completing their tour of the many mining districts of the Dominion, and there is no doubt that, under expert guidance, they will have every opportunity of appreciating its varied mineral wealth.

American and British Methods.

Better still, the Board of Trade has appointed an able Trade Commissioner to a permanent position in Canada, and it is to be hoped that, having taken this long-delayed, though most necessary, step, they will see to it that their official is not hampered by lack of competent assistance in every district of the Dominion. This is one of the secrets of the hold that the States have on the Canadian market. From every important centre in every district reports from agents are being continually sent to the headquarters of the American trade department, dealing with every possible line of trade, pointing, not only to present opportunities for sales, but to opportunities that may be created by American enterprise. More and more American capital is finding employment in Canada. The same is true, it will at once be said, of British capital, and in an even larger degree, yet there is a difference in its employment. Companies are formed in Canada and find their capital in the London money markets, while the American takes his money with him, starts his own enterprise, and builds up a business for himself. Britain is the great money-lending nation of the world, and exports capital freely to Canada, while the American is the one who successfully uses that capital in business. A Canadian city, for instance, issues in London several million dollars of debentures for municipal improvements. That money is expended in paying for plant, machinery, mains for water, and drains, incinerator plants, etc., too much of which, from our point of view, is provided by the enterprising American. A mine is discovered, a company formed, floated probably in London, and, what machinery and equipment cannot be procured in Canada is brought from the States, bringing prosperity to the manufacturer and labourer alike. In other words, British and American methods might almost be compared by saying that Britain exports money and reaps a 5 per cent. dividend, while America mixes her money, her brains, and her muscle, and, by exporting the mixture, gains 95 per cent. of the resulting benefits herself. It is full time for British manufacturers to consider the wisdom of taking a leaf from their competitors' book of example, and inquire whether they, too, should not export enterprise along with capital and establish branches that will feed the parent factories, at home, at any rate, in those lines in which the cost of transportation prohibits them from competing at present.

How Competition Might be Met.

Some time ago a statement was published that the president of one of the great Canadian transportation companies had announced his desire to place orders for many million dollars' worth of rolling stock, far beyond the power of Canadian shops to supply in the time that could be allowed. Instantly a well-known Birmingham firm sent for particulars and specifications, but found that they could not compete with American tenders. Why? Well, mainly because while the cars and locomotives built in United States shops could be run on to the Canadian line on their own wheels, the British would have to be built, knocked down, transported at expensive freight rates, and, finally, put together again on arrival, entailing entirely prohibitive expense It is satisfactory to know that at least one British firm in this line are establishing Canadian shops, and it is to be hoped that many in other lines will follow their example.

Why also should most of the many threshing outfits—engines and separators—needed in the North-West, be, if not even brought from the States, at least built by Canadian offshoots of American companies, thereby providing, by American methods, employment for American men and money? There is no need for multiplication of instances. But in many lines it is perfectly possible to compete successfully from home, and it is to the Trade Commissioner and his staff that we must look for the precise and detailed information that will open the road to success and enable the parent country to cease her cry of failing trade while the growth of her lusty offshoot is providing prosperity for her rivals.

PIG IRON PRODUCTION.

According to the bulletin of the American Iron and Steel Association, the production of pig iron in the Dominion of Canada in the first half of 1908 amounted to 307,062 tons, as compared with 270,100 tons in the corresponding period of 1907.

The production of Bessemer pig iron in the first half of 1908 amounted to 60,225 tons, as against 73,023 tons in the first half of 1907. The production of basic pig iron amounted to 195,209 tons, as compared with 161,403 tons. The production of malleable Bessemer, foundry, forge, ferro-silicon and other grades was 51,628 tons, a considerable increase on the 35,674 tons produced in the first half of 1907. On June 30, 1908, Canada had sixteen completed blast furnaces, of which seven were in blast and nine idle. Of this total thirteen were equipped to use coke and three to use charcoal.

Mr. T. F. Foster, of Newcastle-on-Tyne, England, an eminent mining engineer was recently in Sydney, Nova Scotia, consulting with the Dominion Coal Co., more particularly with respect to submarine mining by that company. Mr. Foster was accompanied by Mr. Scott, a member of his firm. They will report exhaustively upon the submarine properties of the coal company. Mr. Donkin, Deputy Minister of Mines, was also in consultation with Mr. Foster on behalf of the Government as to advisable modifications in the policy of submarine coal mining in the province.

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Canadian Agents Wanted.

Correspondence invited from Merchants and others in direct touch with Contractors for Canadian Development work, Railroad Construction, etc.

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NOTES ON BRITISH MACHINERY.

(From Our Own Correspondents.)

Trolley Guard Wires.

One of the great dangers of the overhead system of electric traction in the streets of cities both in Canada and in the British Isles is that due to the breaking and falling of wires. To guard against this Messrs. Frederick Smith and Company, of Salford, have patented a useful trolley guard wire. This consists of a high breaking strain bronze core, surrounded by an insulating coating of asbestos, with an outer sheathing of high conductivity copper. When erected the central bronze core is secured to insulators, and the outer sheathing only is connected to earth. When this wire is used, if an arc be formed with the outer copper sheathing by a fallen telephone wire, the insulated core prevents the wire from falling, and so precludes any accident. It is well known that when a fallen telephone wire makes earth through ordinary guard wires of single or stranded wires, the guard not infrequently fuses, and if this happens portions of it will fall and come into contact with the live trolley wire, whilst other portions will fall to the ground or hang in festoons from the trolley wire.

Artesian Wells Self-Flowing.

Compressed air is now successfully employed as a means of obtaining water from artesian wells, and in an undeveloped country like Canada machines for this purpose are an absolute necessity, especially in farming districts and those parts remote from great centres of population and away from the hills. The system of rendering artesian wells self-flowing by means of compressed air is being freely adopted in Canada, chiefly because of its simplicity and convenience. Messrs. Charles Chapman and Sons, of Manchester are among the pioneers of the movement. The machinery used involves, as a rule, a greater depth of bore hole than is required when an ordinary pump is used; in fact, it is sometimes necessary to bore twice the depth to which water arises naturally. But, on the other hand, it is possible to obtain two or three times the supply that could be lifted by a bucket pump, owing to the fact that the supply is absolutely continuous. In this system the lifter is quite valveless, and, so far as its water passages are concerned, free from anything which could catch deposits. The air compressor charges the receiver. The compressed air passes down a smaller central pipe within the rising main to a distance below the water level in the well. It mingles with the water, producing in the rising main a column of lower specific gravity than outside. The "solid" water outside thus forces the internal column upwards to the point of discharge. Plants of the character indicated have been made dealing with outputs of from thirty thousand to half a million gallons per day.

Telegraph and Telephone Wires.

Millions of miles of wire are now used for telegraph and telephone purposes, and Canada is gradually being covered with a network of such wires. Among the larger British manufacturers Messrs. Frederick Smith and Company, of 1, Anaconda Works, Salford, take a prominent position. They have invented a special hard-drawn H.C. copper telegraph and telephone line wire, which has been supplied to the British Post office, the Lords of the Admiralty, several foreign Governments, and many home railway companies. This wire possesses many advantages over galvanised iron wire. It is higher in breaking strain, and it is one-fifth the weight for equal conductivity, saving carriage and transport charges. Most important of all, it has much longer life under trying atmospheric conditions, and it is also worth three-quarters of its original value when taken down.

Valves for Blowing Engines.

It is not generally known that the great boiler-making firm of Galloways, Manchester, has also a considerable reputation in other departments of engineering. One of their side lines is the manufacture of air valves for blowing engines. These are arranged round the circumferential ends of the air cylinders in groups, with central guides and top-cushioned springs. The aim of the design, which will be specially interesting to Canadian engineers by reason of its simplicity and convenience, has been to obtain valves automatic in action, and affording the maximum of air pressure with the minimum of lift, thus avoiding the destructive effects so prevalent with high lift valves. These metallic air valves are easy and inexpensive to replace, free from shocks, and comparatively noiseless, and, being made entirely of rolled steel of mild quality, endurance is well provided for. They permit of high piston speeds, and the clearance is so low that for air pressure up to twenty-five pounds its effect is inappreciable. The valves are not mechanically operated, so that the efficiency of the engine is correspondingly high. These blowing engines are built either single or compound, independent or coupled, vertical or horizontal.

Marine Type Engines.

In those districts of Canada where carriage is mainly conducted by water, reliability and cheapness of motor power are important considerations, and will become more and more so as the need for greater speed increases. Many in the Dominion, therefore, will be interested in hearing of what advantages British firms have to offer them, and in this connection some of the productions of the Patricroft firm of L. Gardner and Sons, Ltd., deserve attention, especially the vertical marine type engines bearing their name, as these, though adaptable to petroleum spirit or pure alcohol, are mainly operated by petroleum. Among their chief features, it may be pointed out that every part can be easily reached for cleaning or renewal; the size of the crank shafts is such that they are capable of transmitting considerably over the rated horse-power without undue strain; and all parts are interchangeable—a very important point for remote districts. For the work of vaporising each cylinder is fitted with a specially designed silent flame lamp of the simplest construction, burning oil being fed from the same tank as the main fuel supply. The burners are enclosed in sheet metal boxes for protection from wind and weather. When once lighted they burn automatically, silently, and without odour in any weather. As to the power, the engines will start at their full rated strength for any length of time with ordinary attention.

Hauling Gears and Coupling.

Many improvements have taken place in the manufacture of hauling gears in recent years owing to the development of collieries, mines, and quarries. Among the Lancashire engineering firms that have paid special attention to this class of work are Messrs. David Bridge and Company, of Castleton, widely known as the patentees of numerous improvements in friction clutches. Hauling in mines is done either by means of the endless rope or chain, or by the main and tail systems. Each method has its particular advantages. Both are universally recognised as being the most economical arrangements yet adopted for speedily transferring materials direct from the workings, and both are employed in Canadian mines. The application of the patent clutch enables a boy to stop and start, at a moment's notice, heavy loads gradually without any shock or jar taking place. These clutches have been fixed on steel shafts running as low as three revolutions per minute, and hauling materials, both over and under ground, thousands of yards distant. The use of these clutches, which are driven from the centre by means of a pulley, makes obsolete the hauling by ponies and boys. The winding installation is turned out ready for connection to an electric motor. In connection with these haulage operations the firm manufactures the Molyneaux improved safety hook for use in the waggons. Many accidents occur in the workings of collieries through waggons becoming detached; this is impossible where this simple safety hook is applied.

A Labour-Saving Colliery Ropeway.

A very up-to-date and interesting ropeway has recently been completed and installed for the Barnsley Main Colliery Company by Messrs. Bullivant and Company, Ltd., of Mark Lane, E.C., who are widely known as being in the very front rank of British makers of steel wire ropes for all purposes from lifts to mining apparatus. The purpose of the ropeway in question is to convey coal from the washery to a bunker near to the coke ovens, which the conveyor will feed. The ropeway, which is on the endless rope system, is fitted with carriers having a special apparatus, which engages with the rope when the carrier is pushed off, and disengages automatically on its arrival at the point of discharge. Each bucket will hold six cwt. of coal, and the heavier the load the closer the grip. The capacity of the conveyor at its present speed of four miles an hour is fifty tons per hour, but this can be very simply increased by the employment of more carriers.

Wire Rope.

Messrs. Allan, Whyte, and Co., Clyde Patent Wire Rope Works, Ruthergien, Glasgow, have just completed the manufacture of three large winding ropes for the East Rand Proprietary Mines, Limited, South Africa. The ropes, which in the aggregate measure 15,000 feet, and weighs 20 tons, are made on the taper principle to meet the problem of winding heavy loads from great depths. The firm also made some little while ago three lengths for the Jupiter Gold Mining Company, Limited, South Africa, on the same principle, which weighed fully 6½ tons each. They have also fulfilled a large number of orders from Canada.

A Reducing Valve.

Wall's Reducing Valve (Wall's Valve Manufacturing Co., Ardrossan, Glasgow) automatically regulates the supply of steam at a uniform low pressure from the high pressure main without respect to the varying pressure of the boiler. A relief valve should be fitted on the low pressure side when the reducing valve is supplying steam to apparatus not adapted to safely carry the full boiler pressure. Flanges are made to British standard unless otherwise ordered. The firm are also makers of Steam stop valves and Fullway Wedge-Gate Valves with four valve faces, spindle, and spindle nut of Gun-metal. They are made to pass Board of Trade and Lloyds' requirements, and the requirements of the Boiler Insurance Companies.

THE SUPERIORITY OF MANGANESE STEEL.

Most of the electric street railways in Canadian cities are installing intersections at the principal crossings made of manganese steel and imported from England. Experience has proved their superior durability in withstanding the wear and tear of growing heavy traffic. Alluding to the new intersection just placed at the corners of Bleury and Craig Streets, Montreal, which is one of the busiest corners in the city, the *Montreal Witness* says: "Mr. W. Scott, who has been sixteen years with the Montreal Street Railway Company, and superintended the job, said he had never seen a better intersection. At 8 o'clock p.m. the cars were diverted from this corner to St. Lawrence Street and Beaver Hall Hill, and the work of lifting the old sections was begun, and the new pieces placed in position, then bolted, braced, and levelled with such dispatch, that by 4 o'clock the next morning traffic could be resumed as usual. The intersection consists of four curves and two main tracks, with diamonds. The rails are of the style known as guard rails, and the metal is manganese steel, 86 pounds to the yard. The intersection was made by Hadfields, Limited, Sheffield, England. The manganese steel of British manufacture is rapidly growing in favour in Canada."

The City Council of Victoria, B.C., has given a contract to the Hinton Electric Company for 23,000 feet of wire at 17¾ cents per pound; for the insulators at $6 per 100, and $2.15 per 100 for the pins.

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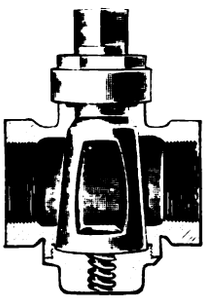

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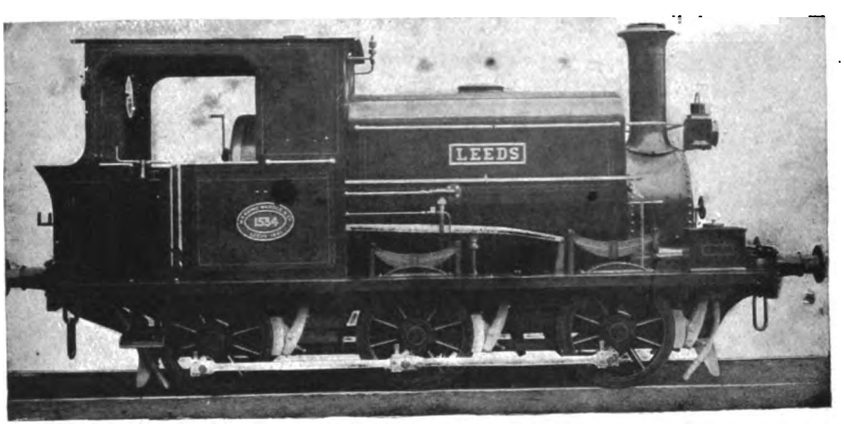

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BRITISH MINING ENGINEERS IN CANADA.

Among those who are touring the mining districts of Canada as the guests of the Canadian Mining Institute are Messrs. Hugh F. Marriott, head of the mining department in London of the firm of Messrs. Werner, Beit, and Co.; William Frecheville, past president of the Institute of Mining and Metallurgy of Great Britain; R. E. Commans, of Messrs. John Taylor and Sons; W. McDiarmid, secretary of the Institution of Mining and Metallurgy; Louis Detrez, president of the Association des Ecoles Speciales of Liege, Belgium; W. D. Wight, president of the South Wales Institute of Engineers; James Borrowman, secretary of the Mining Institute of Scotland; John Ashworth, president of the Manchester Geological Society; Walter Johnson, of Messrs. Bell Bros., of Middlesbrough; S. Cowper-Coles, one of the best-known metallurgists in the world; T. Scott Anderson, of Sheffield, England, an authority on electric smelting; D. Wm. Campbell, professor of mineralogy at the Columbia University, and the editors of the *London Mining Journal*, of London, England, and of the *Iron Age*, of New York.

At a banquet given to the visitors by the Mining Society of Nova Scotia, which was held at Sydney, Mr. Johnston, who responded to a toast to the Iron and Steel Institute, said "that when he heard of the proposed tour he thought it a great opportunity to see Canada. He had seen sufficient up to date to convince him of the great hospitality of the people and the great steel and coal resources. He referred to the great growth of Sydney from a small village to a city with all modern conveniences as the result of these two industries, and if he ever returned to the city in later years he would see a greater Sydney still."

Mr. W. J. Rees, responding on behalf of the South of Wales Institute, said "that he was sure of one thing at least, that there was no part of the Empire which exceeded Canada in hospitality and loyalty. He referred to the extent of the coal areas of Canada as compared with those of Great Britain, and predicted that in a hundred years, when it was possible that the mines of the Old Country might be exhausted, the latter would be importing its coal supplies from Canada. Great Britain was now exporting coal in immense quantities, and it may be that her coal resources would not continue as long as anticipated.

The City Council of Saskatoon has accepted a tender from the Robb Engine Company for a 225 h.-p. engine to operate the city electric power plant. The price was $3,993. A tender from the Canadian Westinghouse Company for a 125 K.W. generator and other electric appliances was accepted. Price, $4,175. Tenders were also received from the Waterhouse Engine Company, of Brantford, Goldie and McCullough, of Galt and Winnipeg, Marshall and Sons, Leonard and Son, the Northern Electric Company, Allis, Chambers, Bullock, Limited, and the Canadian General Electric Company.

CANADIAN BOUNTIES.

The amount of bounties paid by the Government of Canada last year is given as follows in a recently issued official return:—

On iron and steel	$2,303,140
On lead, smelted	51,001
On binder twine	42,000
On petroleum	391,217
Total	$2,787,358

"This represents (says the *Montreal Gazette*) a considerable sum to be paid by the people generally in aid of the proprietors of a few industries. When that meaning is fully appreciated it will be difficult to maintain the payments. Those concerned would do well not to count on many renewals of the grants." It may be noted that the *Gazette* is a journal in general sympathy with the Canadian Manufacturers' Association.

Examined in detail the return shows that on steel manufactured in Canada during the year ended March 31 last, bounty was paid on 661,940 tons, at $1.65 a ton, or a total of $1,092,200. The Canadian pig iron used in the production of this quantity was 539,102 tons; foreign, 24,298 tons. The aggregate of bounties paid was: On pig iron, $863,816; on steel, $1,092,200; on iron rods, $347,134; or a total on iron products of $2,303,140. Then there were paid in bounties on lead, $51,001; on manilla fibre entering into the manufacture of binder twine, $42,000. The bounties paid to producers of Canadian petroleum, at the rate of 1½ cents per gallon, amount to $391,217 upon 26,081,302 gallons, in 1907-8, or, for the four years in which the bounty has been in effect, to a total of $1,292,974 upon a production of 86,598,302 gallons, equal to 2,474,237 barrels, of 35 gallons per barrel.

On January 1 next the bounty will be reduced to $1.70 per ton on iron from Canadian ores, and to 70 cents on pig iron from foreign ores. In this respect it is pointed out that the product of smelting from the electric process enjoys a distinct advantage, in that while pig iron electrically smelted will be entitled for the year 1909 and 1910 to a bounty of $2.10 per ton, pig iron produced by the ordinary process will earn only $1.70 per ton, and the electric product will only reach the minimum of 90 cents per ton in the year 1912.

The Leeds Fireclay Company was represented at the Exhibition of Builders' Supplies just held at Winnipeg. Mussens, Ltd., of Montreal, who act as agents for several British firms, also made an attractive show of machinery and builders' supplies. Other exhibitors were: The Winnipeg Paint and Glass Company, Manitoba Gypsum Company, Bunn Brothers, Marshall Wells Company, Galt Art Metal Company, Allward and McCormick Art Glass Company, Menominee Hydraulic Pressed Brick Company, West, Porteous and Company, National Fireproofing Company, North-Western Terra Cotta Company, G. W. Murray and Company, Chicago Retort and Fire Brick Company, Brydges' Engineering and Supply Company, Paterson Manufacturing Company, Shipman Electrical Supply Company, Hughes Heater Company, E. R. Watts and Sons, E. B. Eddy Company, Grose and Walker, Pease and Waldon, and the Empire Sash and Door Company.

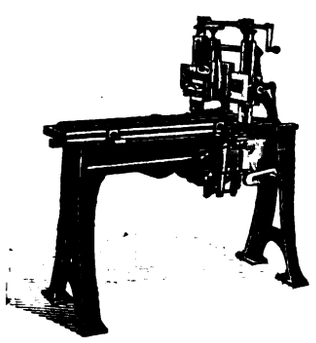
THE REBUILDING OF THE QUEBEC BRIDGE.

The three eminent engineers to whom the Government has entrusted the preparation of plans for the rebuilding of the Quebec bridge held their first meeting in Ottawa on August 31. The chairman of the commission is Mr. Vautelet, of Montreal, who has associated with him in the consideration of this problem Mr. Maurice Fitzmaurice, who was associated with Sir Benjamin Baker, the erector of the Forth Bridge in Scotland, and Mr. Modjeska, of Chicago, who is recognised as one of the best authorities on bridge building in the United States.

In connection with the rebuilding of the Quebec bridge an effort will, it is said, be made to have the structure completed and in shape for use by the time that the Grand Trunk Pacific is ready for operation in 1911. It seems to be taken for granted that the bridge will be rebuilt where the old one stood, and it will be for Messrs. Vautelet, Fitzmaurice, and Modjeska, whom the Government has appointed to prepare plans, to say also whether the present piers shall be used again, and also whether any portion of the steel made by the Phœnix Bridge Company for the old bridge shall enter into the construction of the new one. But if this is to be done and the new bridge is to be simply a modification of the older one, it goes without saying that the work can be completed in considerably less time than it would take to work out a complete new design and place it under contract.

The light agricultural motor competition recently held in Winnipeg under the auspices of the Winnipeg Industrial Exhibition, and at which a number of British firms exhibited and worked their agricultural motor machinery, is to be continued during the exhibition to be held in Winnipeg next year, with the intention of securing a still larger number of competitors. This is in view of the highly successful results which British agricultural motors and others presented at the recently closed exhibition in Winnipeg. It is understood that the conditions and classification will be prepared at an early date and distributed amongst British manufacturers.

Recently the Engineers' Club of Toronto passed a resolution protesting against the employment of "imported" engineers for the purpose of filling professional positions in Canada. Commenting upon this action, the *Toronto World* says:—"As a mere matter of fact, Canada offers a wide choice of thoroughly well-trained and efficient engineers in every branch of the profession, whose reputation is not local, but international. This being so, there is no excuse for governments and public bodies going elsewhere until they have failed to secure a Canadian engineer to do Canada's work. It is curious that Canadians are asked to conduct important foreign undertakings, and yet are passed over in their own land. This, although a personal knowledge of the Canadian climate and conditions would appear to be not only advisable, but requisite, especially where processes have to be adapted to them."



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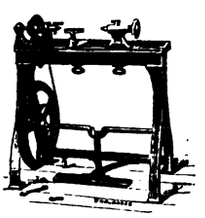

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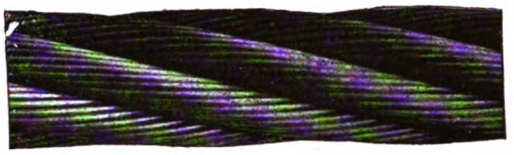

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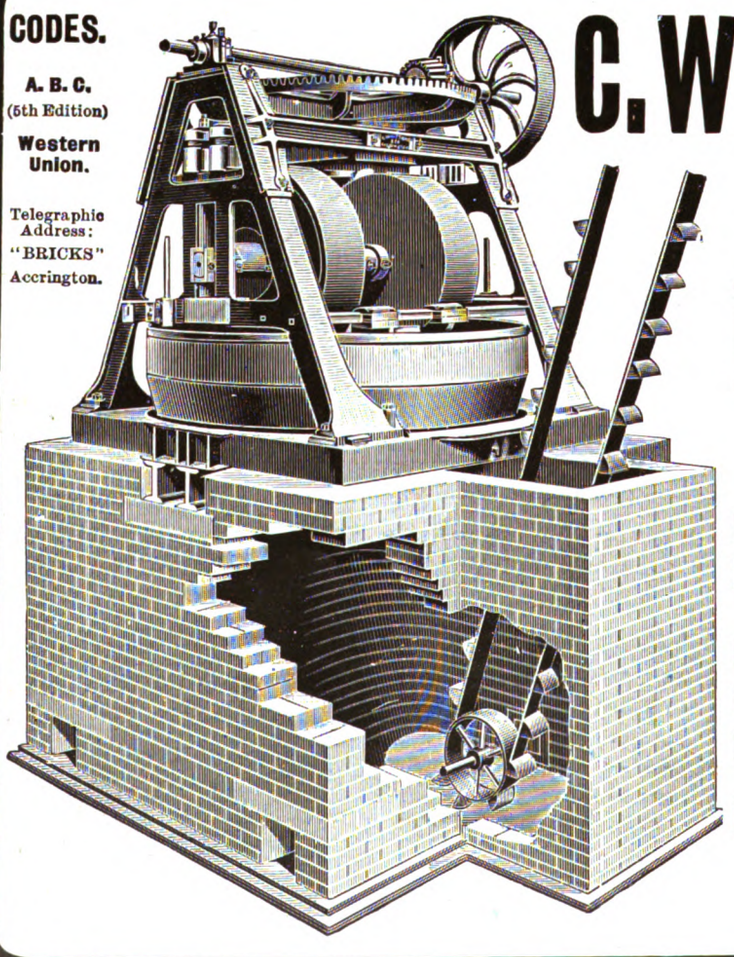

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CANADA

No. 142. SATURDAY, SEPT. 26, 1908. Vol. XI. 6D. WEEKLY.

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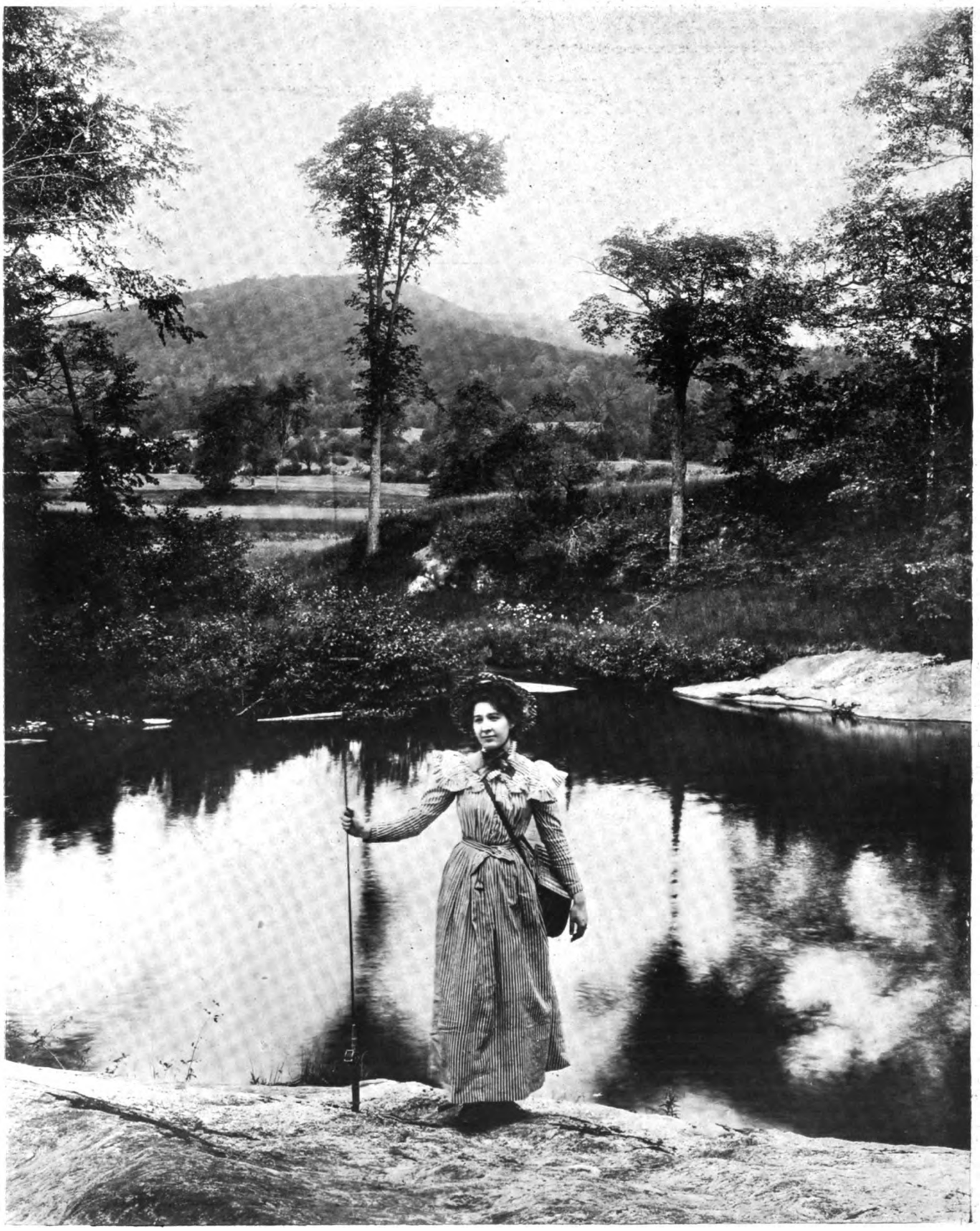

A CANADIAN SPORTSWOMAN.

[*Photo by courtesy of the Grand Trunk Railway System.*]

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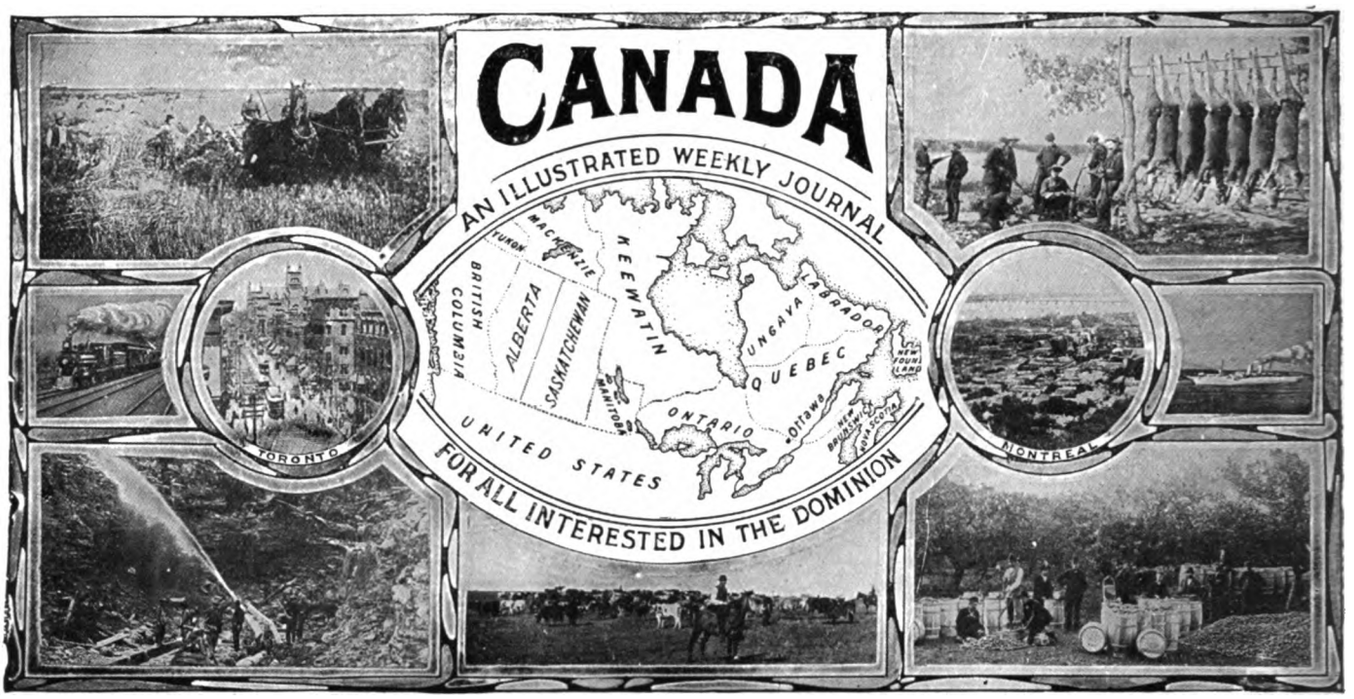

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BRITISH BONDHOLDERS AND PUBLIC OWNERSHIP.

THE visit to London of Sir James Whitney, the Premier of Ontario, having synchronised with the awarding of a contract by his Government for the duplication of a power transmission line between Niagara and Toronto, letters and interviews have appeared in the Press questioning the rights of a Government to compete with a private enterprise after a charter had been granted and a royalty fixed by that Government.

The Premier, when interviewed on the subject, maintained that it was entirely the fault of the Electrical Development Company that it came to loggerheads with the Hydro-Electrical Commission appointed by his Government; but he gave it as his opinion that the interests of the bondholders would not suffer.

A new element has now been introduced into the discussion by an editorial in the *Toronto Star*. Our contemporary takes credit to itself as being the first "to entreat British capital not to hurl itself against the hard muscle of public ownership."

This is dragging a red herring across the trail with a vengeance, and shows that the *Toronto Star*, at least, has quite misconceived the reasons for this serious apprehension among those investors in the Mother-country who financed the Electrical Development Company to the tune of five million dollars.

This entreaty from our contemporary seems to us strangely unnecessary. *CANADA* has taken a very prominent part in assisting the flow of British capital into Canadian enterprises, but we have as yet seen no signs of British capital being "hurled" into Canada in antagonism to or competition with local interests. On the contrary, our experience has been that the Britisher has only been invited to put his surplus capital into Canadian enterprises and investments which did not appeal to our local investors.

There is no question in this case of British capitalists having rashly sunk money in establishing a public utility which the Government of the Province was anxious to establish with public funds. Nor have our columns and those of other London journals been opened on behalf of the Electrical Development Company, as the *Toronto Star* seems to imagine.

Whatever grievance or quarrel the Electrical Development Company of Ontario may have with the Government of that Province, and whether its promoters were ill-advised to embark on an enterprise of that nature when they knew that public opinion was in favour of State ownership—these questions are quite beside the point.

The Company was promoted in Ontario by local financiers who presumably looked to make a profit out of its shares, and they are quite capable of safeguarding their own interests if necessary in the local courts.

The criticism which has found voice in the London Press is not on behalf of the Company, but on behalf of the British mortgagees. The British investors who lent this Ontario chartered company five million dollars on the strength of a concession granted by the Government of that Province, for which concession a yearly royalty was demanded, have, since taking up their debentures, found them practically unsaleable owing to the Government entering into direct competition with the company to whom they lent this large sum of money.

Local capital could not be obtained at 5 per cent., so the company issued the debentures in London. The feeling of the debenture-holders is this: When the company came to the Legislature for a charter, if the Government seriously intended to undertake a similar enterprise sooner or later with public funds, was it fair to grant the charter and fix the royalty?

As a Government enterprise, the money could have been obtained in London—just as in the case of the company—and probably at 1 per cent. less interest; but the Government, having granted the charter and fixed the royalty, the bondholders feel entitled to have their interests protected by the Government.

The British investors who subscribed for these bonds are presumably as much dissatisfied with the company to whom they lent this money as with the Government with whom the company has come to loggerheads because their security has been gravely impaired. In justice, it would seem that the bondholders, being quite outside and unconnected with any dispute or negotiations between the Company and the Government, should have received more considerate treatment.

The Government can destroy, absorb, or compete with the company in any way it may choose or be permitted by the local courts; but before taking any action whatever it was surely incumbent on it to take the confiding British bondholders under its protection and definitely assure them that in the subsequent negotiations, whatever occurred, the bondholders would have their capital protected. The demand for money is so great in Canada, and the opportunities for its profitable use so excellent, that Canadian banks and financial corporations are not anxious to tie up their capital in low interest-bearing bonds, and when the British investor provides cheap money he should be relieved of anxiety concerning the safety of his capital.

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NOTES OF THE WEEK.

The Champlain Society. Some one once said—we believe it was Buckle—that one of the first signs of accumulated wealth was a tendency to cultivate the arts. A nation in its infancy has no time for the cultivation of arts; life is too strenuous. It is only when she has been able to produce more than is necessary for her existence that she can find leisure for such things. We therefore welcome the sign that Canada is out of swaddling clothes, and can turn from the contemplation of her rich heritage in land, minerals, and timber, to consider her equally rich heritage of history. The history of Canada is full of the deepest interest; it is the story of men who carried into the heart of a new country Christianity and civilisation, men of high courage and lofty aims, overcoming vast difficulties, and ultimately building up a nation. It is right that such a history should not be forgotten, and that the heroes of it should be enshrined in the people's hearts. The Champlain Society has been formed by a number of leading Canadians with the idea of preserving and making known the history of the Dominion. It proposes to do this by the collection and publication of documents and materials hitherto unpublished, and by supplying notes and illustrations where they are needed. The history of the old régime has been regarded as the heritage of the French Canadians, who are fully alive to the wealth of romantic interest. The men who have founded the Champlain Society feel that this history ought to be the heritage and pride of all Canadians, and that a common knowledge and appreciation would tend to be a bond between the two races. We wish the Society every success in its efforts. It has secured an admirable president in Mr. Byron E. Walker, who has already done much for the cultivation of the arts in Canada.

* * *

Yankee Advice not needed. The Canadian edition of *Collier's* is obviously misnamed Canadian. A recent issue contained an article on the Canadian attitude towards the Olympic Games, in which it speaks as if the writer were a Canadian. The hand may be the hand of Esau, but the voice is the voice of Jacob. Says the writer in *Collier's*:—"The plain truth is that the Canadians made a mighty poor showing. . . . And, having lost, they should be good losers, not grouchers and whimpering explainers. It was a Spartan virtue to smile when one was being hurt. It should be an Anglo-Saxon." We could understand the latter part of the quotation if the article were in the American edition of *Collier's*. It would then have had some point. In the first place, Canada, with its small population, did better than any country in the world when it scored one first, one second, and one third prize. As to the disappointment over Tom Longboat, Canadians may at least point out that they were not the only people who thought Tom Longboat was the likely winner. The charge of unsportsmanlike conduct over defeat seems to come very ill from an American writer—we refuse to believe he is a Canadian. We have not seen in the whole Canadian Press any expression of opinion as to the results of the Olympic Games that could be quoted as unsportsmanlike. Even if we had, we should hardly recommend Canadians to learn better at the feet of a Yankee.

* * *

Military Training in Schools. The Minister of Militia has won praise from both political parties for his action in regard to the encouragement of military training in schools of the various Provinces. Part of his policy is that the permanent force in the Dominion shall be chiefly a teaching corps, which should supply instructors for the boys. Of course, in Canada, as in the Old Country, there are a few short-sighted anti-militarists who oppose the idea that the boys should receive military drill, but the great bulk of thinking Canadians will back Sir Frederick Borden in his action. An agreement between the Department of Militia and the Government of Nova Scotia has already been arrived at, and similar agreements are to be made with all the other Provinces of the Dominion. It seems to us that the scheme will be beneficial not only to the boys themselves, but to the country also. The boys will grow up the better men for the training they receive—better physically and better morally. The country will reap the benefit of having all its young men trained in the rudiments of drill and taught to shoot. There will thus be a splendid reserve to draw upon in time of need. Moreover, it is, apart from all questions of defence, a grand thing for the national welfare that the young men should all be well set-up. Perhaps in this action of the Department of Militia Canada is once more setting an example to the Old Country which, in the opinion of many, is being driven to conscription for lack of any other practical method of dealing with the question of national defence.

* * *

The Judicial Bench. Canada has lately been putting her house in order as regards the Civil Service, and we hope that when the excitement of the General Election is over the new Government will turn its attention to another question—a question of national importance. We allude to the payment of the judiciary. There is no doubt that we pay our judges most inadequately. The judicial bench should be filled with the very best men that can be got, and we cannot induce flourishing lawyers to give up good practices to become judges if we do not offer them salaries which will enable them to keep up their position. This is recognised in the Old Country, where the position of judge carries a far better salary than it does in the Dominion. Even so, the salary offered is not equal to a successful barrister's income; but a judgeship is seldom offered to a man until he is between fifty and sixty. By that time he has, if he is in good practice, acquired a sufficient fortune to allow him to accept a judgeship for the sake of the honour attached to the position. Let us compare for a moment the salaries given to judges in Canada and in Great Britain. In the Dominion the Chief Justice gets $10,000 a year, while in Great Britain the Lord Chief Justice's salary is £8,000, or four times as much. In the Dominion the Puisne judges are paid $9,000 a year; the Chief Justices of Appeal in Ontario and in Quebec, $8,000; Justices of Appeal and Justices in Ontario, $7,000. In other Provinces the salaries are for the most part smaller. Compare these figures with the salaries paid in the Old Country, where Lord Justices of Appeal and Judges of the High Court are paid £5,000 a year. In the Old Country the Bench of Judges is justly regarded with great respect, for it is recognised that it contains the best men in the legal profession. We should like to see our judges occupying the same position as their colleagues in the Old Country, and if they are to do so they must be paid well enough to keep up that position. In the Old Country the position is such that once a man is a judge, he is always a judge, and ceases to take any part in politics. The advantage gained thereby is too obvious to need pointing out.

* * *

Half a Century's Growth. In the whole story of Canada's wonderful growth during the past half-century there is perhaps nothing more striking than the increase in the population of Toronto. In 1864 the population was 45,156—considerably less than the population of Hamilton or Ottawa to-day. In 1871 the population had risen to 59,000—an increase of over 30 per cent. in seven years. In 1881 the census showed the population to be 96,196, and at the end of the next ten years Toronto could boast of 181,215 citizens. At the last census the population was 208,040. At this rate the population will reach 260,000 in 1911, when the next census is taken. Again, at the same rate of increase Toronto will in the next half-century reach the total of a million inhabitants. Young men who will cast their first vote at the coming Dominion elections may live to see the day when the population of Toronto will equal a sixth of the whole population of Canada of to-day. If the population of the whole of Canada were to increase at the same rate, there would be in fifty years' time over twenty million people in the Dominion. No doubt Montreal would furnish a similar object-lesson. It might be asked whether Winnipeg and other of the new towns would not show a more astonishing increase. Of course, they would; but their growth has been so rapid—Winnipeg, for instance, had 241 inhabitants in 1871, and in 1901 its population had increased to 42,340—that they can hardly be said to afford so true an estimate of Canada's progress as far as population is concerned as do the older cities.

* * *

Old Age Pensions. Sir Wilfrid Laurier has been explaining the Government's scheme for old age pensions in a speech full of the charm of oratory for which he is famous. He has the happy knack of putting things clearly in a few well-chosen sentences. "The Act which we have passed," he said, "in two words is this:—If there be a young man twenty years of age amongst you, who has heart, who has arms, who is capable of working, and wishes to work, if he wishes to put aside a sum of twenty-five cents a week—this is not much, twenty-five cents a week—if a young man twenty years old wishes to put aside twenty-five cents per week, or thirteen dollars per year, and carry this sum to the postmaster of his village, when this man has paid up to the age of sixty years, the Government of Canada will pay him a yearly allowance of $120 as long as he lives, or, if he wishes to continue to pay up to the age of seventy-five years, the Government of Canada will allow him two hundred dollars yearly as long as he lives." How delightfully simple! The Imperial Government might well have taken a lesson from Canada before it passed it cumbrous Old Age Pensions Act, which it has brought into being without counting the cost first. Canada's scheme is not only more practical than the Old Country's, but it has the great advantage of being set before the country by a silver-tongued orator. By the way, it is to be hoped that the rumours about Sir Wilfrid Laurier's health causing anxiety to his friends have no real foundation. Liberal and Conservative would both regret the retirement from public life of a man of whom all Canada is justly proud.

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All the Eggs in One Basket. The *Standard of Empire* draws attention to the fact that there are a hundred students in law in attendance at Laval University, all of them French speaking. As admission to the Bar in one Province does not entitle a man to practise in the Courts of another Province, and as the profession is already crowded, the correspondent of the *Standard* says that many are wondering what all embryo Blackstones will get to do when they complete their course. We might add that Quebec is not the only Province where lawyers are in excess of the demand. In Ontario, too, the legal profession is wholly out of proportion to the needs of the population. At least the Ontario barrister has a wider field before him, because he finds no difficulty in qualifying to practise in another English-speaking province. The over-crowding of the legal profession in both provinces leads to lawyers taking to other walks in life. Nearly all French-Canadian politicians are lawyers. In the Old Country the legal profession is always crowded, but things are not so bad there as they are in Canada where some one once said that every other man you met was a lawyer and every other lawyer was a K.C. It is a pity to put all your eggs in one basket, and there are other baskets in the Dominion besides that of the capacious legal basket.

* * *

Tariff Negotiations with Germany. There will be no Canadian mission to Berlin this year for the discussion of tariff reciprocity, and until Germany sees fit to withdraw the discriminatory customs rates which she now imposes for the exclusion of Canadian imports, the tariff relations between the two countries will remain as they are. There is undoubtedly a strong sentiment among some of the exporting houses in Germany in favour of the conclusion of more satisfactory tariff relations, and these merchants know that they have but to thank the stupidity of their own Government officials for the well-nigh prohibitory rates which German goods now have to pay to get into the Canadian market. But the first step in any negotiations for a better understanding must be an expression of Germany's willingness to admit Canadian goods to something a little better than the surtax now in force against them, and no such expression has yet reached Ottawa. The only negotiations which have been entered into with the Canadian Ministers on the part of the German Government have been of an altogether informal nature, and have proceeded, indeed, we understand, from the German Consul-General in Montreal rather than from the authorities in Berlin. There is every reason to believe that in the event of the French Senate ratifying the new Franco-Canadian treaty of commerce, Germany will exert herself to the utmost to obtain a like arrangement; but it will have to be such a bargain as will give us something in return for any concessions we may make to German manufactures. The balance of trade between Canada and Germany, even at the present time, is all in Germany's favour, and the efforts of the Canadian Government, when negotiations are entered into, should be to obtain such substantial consideration as will enable the Dominion to trade with her German customers on terms of equality.

THE FOREST FIRES IN CANADA.

The heavy pall of smoke caused by the forest fires along the river St. Lawrence is obstructing navigation between Fame Point and Montreal. Many ships are held up pending an improvement in the situation. There is just enough wind to carry the smoke over the river, and not sufficient rain to hinder the spread of the fires.

THE NEWFOUNDLAND PARLIAMENT.

The Legislature has been dissolved. Elections for a new Parliament will be held on November 2. Sir Robert Bond, the Premier, will lead the Government campaign, and Sir Edward Morris, a former Attorney-General, that of the Opposition.

CANADA'S GREAT HARVEST.

Threshing reports received at Winnipeg so far this season would seem to indicate an average increase of 10 per cent. over the previous estimates of the wheat crop. Mr. William Mackenzie, president of the Canadian Northern Railway, says he would not be surprised if the total crop went well up to 120,000,000 bushels.

"VICTORY" RELICS FOR CANADIAN SCHOOLS.

The Rev. E. W. Mathews, of London, Eng., editor of the *Chart and Compass*, is expected to arrive in the Dominion shortly on business connected with the project of the British and Foreign Sailors' Society, and to place in every school in Canada a mounted shield made from the copper and oak of Nelson's flagship *Victory*. This scheme has been endorsed by King Edward and the Lords of the Admiralty, and the copper shields have been given by Lord Strathcona, president of the Canadian branch of the society. One hundred thousand medals have been made to be given to the children at the presentation of the shield.

The Late Bishop of Montreal.

BY ONE WHO KNEW HIM.

We regret to announce the death of the Right Rev. James Carmichael, D.D., Anglican Bishop of Montreal, who was suddenly seized with an attack of heart failure while preaching in the Cathedral Church of his diocese last Sunday, and died the following day. The late Bishop was one of the most eloquent and generally esteemed members of the episcopate in Canada. He took an energetic part in the meetings of the recent Pan-Anglican Congress in London and occupied several metropolitan pulpits during his visit. Bishop Carmichael was a native of Tipperary, and was partly educated at Trinity College, Dublin. He went out to Canada as a young man in company with his friends Mr. Du Moulin, now Bishop of Niagara, and Mr. Sullivan, who was Bishop of the missionary diocese of Algoma at the time of his death. The late Bishop was ordained in Canada in 1859 and, like his talented young colleagues, soon attracted notice by successful work in the mission field. His first settled appointment was to the rectory of Clinton, in Ontario, but in 1868 he went to Montreal as assistant minister of St. George's Church, of which he afterwards became Rector. In 1883 he was elected Dean of Montreal, and during the next ten years was nominated for four vacant bishoprics, eventually acting as assistant to the late Bishop Bond, of Montreal, to whose see he succeeded in 1906, and with whom he had been for years on terms of affectionate friendship. Bishop Carmichael will be much missed in Montreal, where for nearly forty years he has been known, in the words of the *Canadian Churchman*, as an eloquent orator, an able administrator and a faithful friend, and was held in high regard by members of other denominations than his own.

THE LATE RT. REV. J. CARMICHAEL, Lord Bishop of Montreal.

The Bishop was one of the members of a Citizen's League founded in Montreal to promote the cause of good government; he was an earnest student of nature, and among the many offices he held were those of president of the Microscopic and Natural History Societies of the City. Many of his sermons have been published; he wrote the words of the sacred cantata "Ruth," and was ever busy in some form of useful work.

The marked administrative ability of the late Bishop was utilised on the boards of several public institutions of a charitable nature; he was an excellent lecturer, possessing a happy gift of humour and a manner which endeared him to those associated with him in any kind of work, and inspired energy and enthusiasm. The Bishop was an earnest advocate of the cause of temperance, as those who heard his address in the Albert Hall during the Pan-Anglican conference will remember.

THE DOMINION ELECTIONS.

The Dominion Parliament was dissolved this afternoon. The elections have been fixed to take place on October 26. Both Sir Wilfrid Laurier and Mr. Borden are conducting vigorous campaigning, and have been addressing large audiences in Ontario during the past week

POST OFFICE REFORM.

Mr. Lemieux, Dominion Postmaster-General, speaking at Niagara Falls, announced that a rural free mail delivery will shortly be introduced into Canada. Along all rural mail routes postal boxes will be placed at every mile, whereby farmers can receive and post their mails, thus obviating the present necessity of driving two or three miles to the nearest post office.

CANADA'S THANKSGIVING DAY.

Thanksgiving Day this year will be held on Monday, October 19. This is the day set apart as that on which thanks are to be rendered for the bountiful harvest and success in other enterprises with which Canada has been blessed in the current year. Thanksgiving Day is made the occasion of a general holiday. Sham fights and reviews of the Militia take place in several large centres. In addition, services are held in the churches of all religions.

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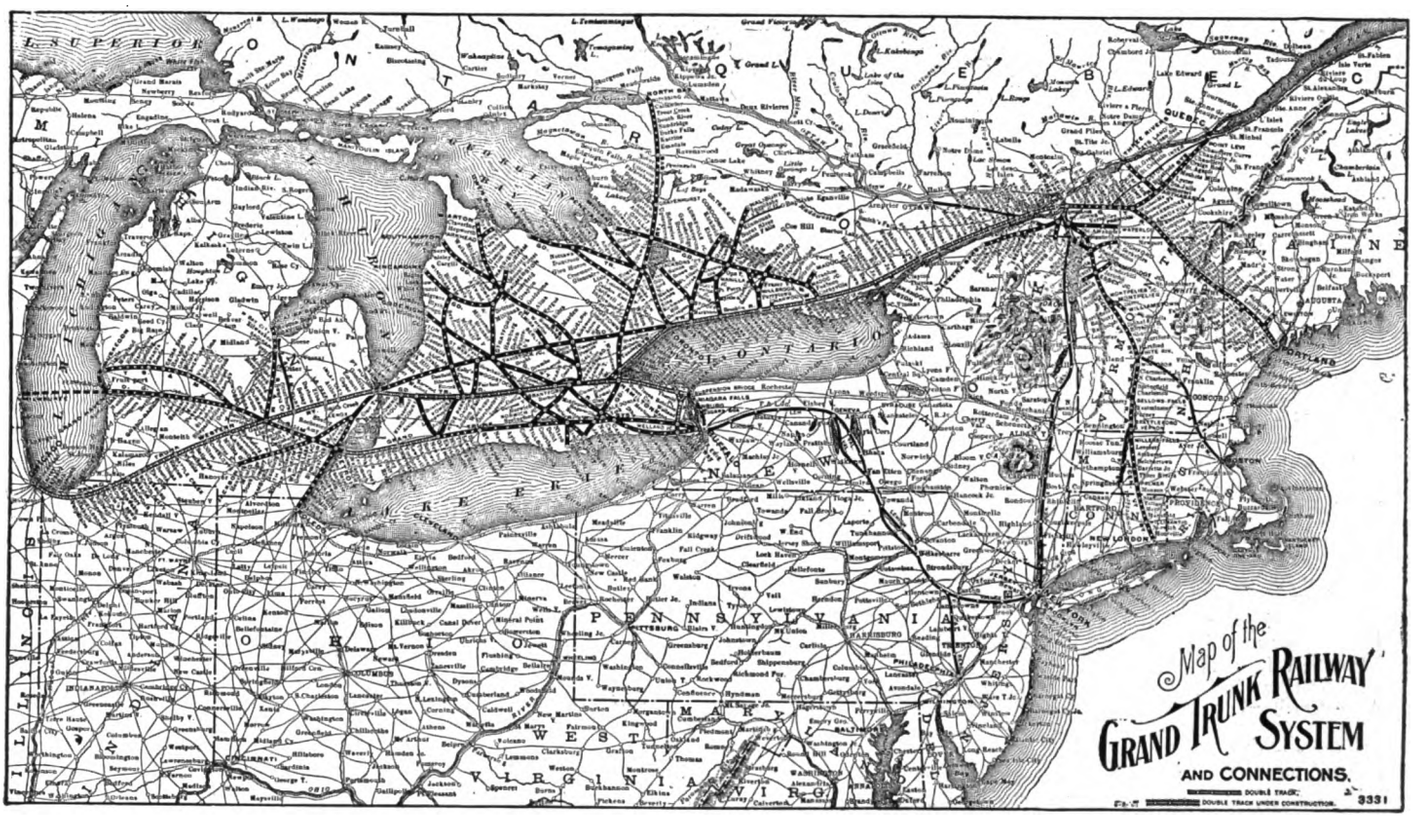
CANADA REVISITED: THE DOMINION AS IT IS TO-DAY AND ITS FUTURE GREATNESS.

A Series of Articles by our Special Commissioner, E. B. Osborn.

No. II.—The First Avenue of the G.T.R.

THE structure of the Grand Trunk Railway System was defined in my introductory article as based on three great avenues of traffic—the double-track line between Montreal and Chicago, the waterway of the St. Lawrence and the five unsalted seas, and the All-red Transcontinental Railroad now in course of construction—which are linked together, and send out freight-collecting tentacles in all directions. In a very few years, when the whole three-storey system is completed, when the links connecting the third avenue with the other two are in operation, when the system has a fleet of fast steamships on the Atlantic and another on the Pacific, it must inevitably become the dominant factor in the economics of Canadian transportation. More than that, since the Grand Trunk Pacific will be the shortest and easiest route between ocean and ocean, the time must come when this strategic system will control the transportation of the whole continent. The Panama Canal will not be the key to the situation, because, as it happens, the world has no waist, and the nearer one gets to the Equator the longer the ocean routes become, and the extent of freight-producing land in the vicinity diminishes proportionately.



A Chapter of History.

The "First Avenue" was the original trunk line from which the name of the system is derived. Here is an interesting chapter from the history of North American railways. In 1845 the first railway which was to grow into the Grand Trunk System came into being when a line was constructed to connect Canada with the Atlantic and St. Lawrence Railway, which was an American undertaking, and had its terminus at Portland. The Atlantic and St. Lawrence was afterwards acquired by the Grand Trunk, and operated as a part of their system. Between 1850 and 1856 a great impetus was given to railway building as a result of the passing the Guarantee Act by the Legislature of Upper and Lower Canada. Under the terms of this statute the Canadian Government undertook to aid any railway not less than seventy miles long by guaranteeing the payment of six per cent. interest on a sum not exceeding half the total cost of the line. When this Act went on the Statute Book Mr. Peto and other British capitalists made proposals for the construction of a trunk line connecting Upper and Lower Canada, to the Hon. Francis Hincks, a member of the Canadian Government. The original Act of Incorporation (1852) proposed the building of a railway from Toronto to Montreal, only a distance of 333 miles, and the amount of capital authorised was £3,000,000. This line was called the Grand Trunk, because its promoters regarded it as a central avenue to the sea through the settled portions of Canada, from which the many branch railways then projected could be built out. The sections of the Avenue were opened in the following order:—The Portland-Montreal section in 1853: Richmond-Quebec, with a branch to Three Rivers, in 1854; Montreal-Toronto in 1856; Toronto-Sarnia in 1858; and the last link of the original system was finished in 1859, when the famous Victoria Bridge across the St. Lawrence at Montreal was opened.

The Growth of the System.

The Detroit-Port Huron section was leased in 1859, the Champlain lines in 1853, and the Buffalo and Huron in 1867. The International Bridge, a new wonder of the world, over the Niagara was leased in 1868. The great railway always absorbs the little ones, as Aaron's serpents did the lesser snakes, and the Grand Trunk has constantly absorbed other railways as feeders to its main line, and parted with but one it had acquired in half a century of progressive extension. It sold the Levis-Riviere du Loup line (124 miles) in 1879 to the Dominion Government, and the purchase money was expended in buying two lines in the State of Michigan, forming the Chicago and Grand Trunk, and providing an independent entrance into the greatest centre of Western traffic and commerce. Had this boon not been secured at the psychological moment it might have cost twenty times as much to get into Chicago. In 1881 the Georgian Bay and Lake Erie System (171 miles) was acquired, and in 1882 the Western Railway lines (904 miles) were annexed. In 1883 the Welland Line was leased, the Champlain lines extended, and the Midland System (473 miles) taken over. Since then the Napanee Railway, which taps the territory immediately south of the Georgian Bay and the Canada Atlantic, which gives connection with Ottawa and Parry Sound, on the north shore of the same waters, have been added to the Grand Trunk System.

What the Railway does.

This brief historical account clearly shows that those who shaped the destiny of the system were experts in what may be called the strategy of railway management. They saw that the

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Grand Trunk was to be a great continental railway, not a little railway or isolated affair, and they never hesitated to seize an opportunity for profitable expansion. It is always a notable service to the public, be it remembered, when the great railway absorbs the little local system. The saving in operation costs, for example, is always reflected in a reduction of freight rates, and a cessation of the small tyrannies of which the little railway, run by little men, is invariably guilty.

He who travels from Montreal to Toronto gets many a glimpse of the inner meaning of this great avenue of land traffic. To begin with, the double cinematograph of scenery which unrolls itself in the windows of the parlour-car as the train speeds steadily westward is supremely interesting. It was a dark, rainy morning as we pulled out at nine (the "International Limited" starts punctually at that hour every day in the week), and the suburbs of rapidly expanding Montreal—temporary villages which time will petrify, called into being by the extensions of the city's street railway—look rather dismal in the drizzle. One point about these further suburbs has ulterior significance. The houses there do not turn their backs on the railway as do the crowded tenements along the lines entering London on either side of the Thames, where only the little children in the backyards, or behind shut windows, feel the romance and mystery of a train's passing. The truth is that, for all the people of Canadian communities, cities or towns, or country settlements, the railway is the first road and the last, summing up in its appeal to the imagination the allurements of all the ways that were ever made in ancient England, from the Roman road of granite blocks to the iron path that came by sixteen centuries later. And so the pleasant parlours of the little suburban houses of Montreal, and also of Toronto, face the steel trail that opened up the land to a peaceful occupation, and everybody looks out to see the giant, high-shouldered locomotive a friendly monster, drawing its freight of souls from city to city. In a young country the only way out and way in for all good things is the railroad. The Grand Trunk did for Ontario in fifty years all that Agricola, King Alfred, the Tudor road-makers, the stage coaches, Macadam, Stephenson, and all the other path-finders and path-founders did for England since the Roman invasion.

Through French Canada.

Once the zone whose agricultural land is ripening into building lots has been crossed, the long ribbon-like fields of the French-Canadian farmers, with their pretty homesteads, begin to appear. In the old days the French farm always had a frontage, necessarily narrow, on the St. Lawrence or some other river or some lake. The strip of land sometimes ran as far as two miles back from the water's edge; and it followed that the typical French-Canadian village was a long line of houses, full of a rude plenty, at no great distance from one another. Ignorance on the part of the Dominion Government of this characteristic method of laying out farms was the cause of the 1885 rebellion among the French natives or half-castes in the Saskatchewan Valley. The surveyors they sent out ran their lines across the boundaries of their farms, and the "Metis" were naturally afraid that they would lose their holdings. In the years to come, when the ribbon-fields near Montreal lie within the circumference of a newer New York, covering a vast expanse of ground, it may be that their peculiar form will be perpetuated in some way similar to that in which, strange to say, a similar historical fact is perpetuated in London. A thousand years ago similar ribbon-farms existed there, and the name "Long Acre" (where *CANADA* was published during the first year), and the fact that certain houses in Park Lane stand back from others, are historical vestiges of the ancient state of things.

The Making of Ontario.

No wonder that there are historical object-lessons along this portion of the double-track avenues of the Grand Trunk Railway System. The truth is that the history of that system is nothing more nor less than the history of the making of Ontario.

After a while the railway begins to run in sight of Lake Ontario, an inland sea, where the waves turn over with the gleaming evenness of a propeller-shaft, and charming little towns, each with its picturesque and well-equipped station, appear between the sunshine. The rain is over, and the water sheen of green and grey-blue waves, more delicate in their colouring than those of the salt sea. Everywhere in the intervals are comfortable farms, with good houses, capacious, well-built barns, and highly-cultivated fields. It is the most comfortable country-side in the Dominion. But before the coming of the Grand Trunk it was an unkempt wilderness, with a clearing here and there, from which those who had none of the luxuries, or even the necessary luxuries, of life wrested a meagre living. The towns along this great colonising road, strung together like pearls on a chain, would never have been more (if so much) than lake-side hamlets but for the coming in of the railway. To the workers in the Ontario fields the far-heard cry of a Grand Trunk locomotive through the resonant far-listening morn is the voice of an old, inevitable friend. It is not the high-pitched whistle (a sound which does not travel as far as one would think) of the giant's little brother the exquisite toy engine of a British railway. Nor does it resemble the barbaric "yawp," something like an Indian's war-cry, of a C.P.R. locomotive. It is a mellow, slightly-broken, meditative voice. A travelling companion of mine said it suggested a trombone filled with porridge. But that was a libellous remark.

A Journey on the Line.

I should like to have gone over the whole of this great avenue of double track to Chicago. In the near future the line will be double-tracked from Montreal to Portland, Maine, which is the natural winter port of Canada, though national and Imperial considerations must to some extent prevent its use as such. Then the first avenue of the Grand Trunk Railway System will extend from Portland, one of the best and most up-to-date ports on the Atlantic seaboard, to Chicago, the greatest of the many lake ports for more than a thousand miles. There is nothing in all North America to compare with this line. The road-bed is excellent, the track is laid with 100lb. steel rails, the trains are always on time, and the safety and comfort of passengers are made the all-important consideration. The "All aboard," which is the signal for a train pulling out of a station, has an ulterior significence. It implies, for instance, that you get on it the spacious accommodation and the unceasing comfort of a first-class ocean liner. You watch the passing scenery from a luxurious chair that turns in any direction you choose in the parlour-café car. You lunch or dine with ease and dignity in what seems a long charmingly-decorated room, you sleep luxuriously in a commodious berth in the Pullman, and on the "International Limited" there is no danger of car sickness. The train glides evenly in the well-laid, well-kept track, and—an unusual thing for the journalist travelling in North America—it was possible to write at ease during the journey. On some other lines the car would pitch and roll like a small steamship in a cross-sea or among the "chops" of the "channel," and one's writing resembled the marks made by a fly wriggling out of a blot of ink, so that one had to take refuge in the smoking compartment and trade yarns instead of getting a journalistic move on and recording impressions before they were tainted with second thoughts.

But you can get accommodation about as good on other railways in North America, and yet there is no comfort, no comfort at all, because you feel all the time that you are really a piece of human freight, immeasurably inferior to the officers and crew of the train. The traveller on the Grand Trunk line is not subject to the crowning discomfort of discourtesy. The servants of the company are all his servants during the journey, eager to oblige him in any possible way, and to add to the pleasure of his tour. Mr. Charlton once told me he was struck by the courtesy of railway officials in the Mother-country. The Grand Trunk employees are every bit as courteous and considerate and, I am bound to confess, much more intelligent than English railway people. Those on the "International Limited" gave me all the information I required, and but for one of them, who saw I was taking notes, I might have missed seeing the ferry across Lake Ontario, which brings the railway the supply of Pennsylvania coal it requires. Formerly the coal came by way of Buffalo, where it was sometimes held up for weeks. The coal ferry cuts out all such vexatious delays.

A PRETTY ONTARIO VILLAGE.

The little village of Portsmouth, Ont., situated on Lake Ontario, is practically a suburb of Kingston, with which it is connected by an electric tramway. The village contains the Provincial Penitentiary and the Rockwood Lunatic Asylum. The church which stands out so prominently in the background of the illustration is "The Church of the Good Thief," and was built by the labour of the prisoners at the Penitentiary.

Photo by] THE VILLAGE OF PORTSMOUTH, ONT. [E. Forster.

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MEMORABLE ANNIVERSARIES IN THE COMING WEEK.

September 27.—Battle of Sholighur: Sir Eyre Coote defeated Hyder Ali, 1781.
Battle of Busaco: Wellington, with 50,000 British and Portuguese, defeated 72,000 French under Massena, 1810.
Fire at Plymouth Dockyard: Destruction of H.M.S. *Talavera* and *Imogene*, 1840.
The Prince and Princess of Wales visited Regina, 1901.

September 28.—The Dutch Fleet, under De Witte and De Ruyter, defeated off the Goodwins by Blake and Penn, 1652.
Investment of Sebastopol begun, 1854.
Legislative Council of New Brunswick abolished, 1892.
The Prince and Princess of Wales visited Calgary, 1901.

September 29.—Horatio Nelson born at Burnham Thorpe, 1758.
Metropolitan Police first on duty, 1829.

September 30.—Field-Marshal Lord Roberts born, 1832.
McKinley Tariff Bill passed by United States Senate, 1890.
The Prince and Princess of Wales visited Vancouver, 1901.

October 1.—First Afghan War began, 1838.
Halfpenny postcards introduced in the United Kingdom, 1870.
Sixpenny telegrams introduced in the United Kingdom, 1885.

October 2.—Major André hanged as a spy by the Americans, 1780.
Attack by Afghans on the British at Shutagarden repulsed, 1842.

October 3.—The *Times* published Nelson's Nile despatch, 1798.

OBITUARY.

The deaths of the following have been recorded:—

Mr. George Mitchell, some time a member of the Provincial Legislature of Nova Scotia, and one of the most widely-known and most highly-respected business men of Halifax, died recently.

Mr. William Barclay McMurrich, K.C., a well-known Toronto citizen, died recently in his sixty-seventh year. He was the eldest son of the late Hon. John McMurrich, and was born in Toronto. For years he was head of the firm of Messrs. McMurrich, Coatsworth and Hodgins, and then the present firm of Messrs. McMurrich, Hodgins, and McMurrich.

The death occurred recently of the Hon. J. W. Bossé, judge of the Superior Court of Quebec. The eldest son of the late Hon. J. N. Bossé, also a Justice of the Superior Court of Quebec, the late judge was born in Quebec in 1836, and was educated at the Quebec Seminary. He graduated B.C.L. at Laval University in 1858, and was called to the bar in 1860. He was created a Q.C. by the Marquis of Dufferin and Ava in 1873. He was returned to the House of Commons for Quebec Centre in the general elections of 1882, and sat until the close of the fifth Parliament in 1887. He was appointed a Puisne Judge of the Court of Queen's Bench, Province of Quebec, in 1889. He married Amelie de Salaberry, grand-daughter of Colonel the Hon. C. M. de Salaberry, C.B., who defended Chateauguay against the Americans in the war of 1812.

The Rev. Canon W. B. Curran, M.A., Rector of Colwick, near Nottingham, who died this week at the age of seventy-one, had a remarkable career. The son of a Canadian, he was educated at Queen's College, Kingston, and on being ordained was appointed curate of Holy Trinity Church, Montreal. He subsequently became, in turn, Rural Dean of Waterloo, Ontario, Honorary Canon of Niagara, and Honorary Canon of Saskatchewan. This last-named office he retained until 1896, when he became associated with the Society for the Propagation of the Gospel. He undertook a chaplaincy in Coblenz, Germany, in 1897, and two years later removed to a similar position in Algiers. While he was there Sir Horatio Davies, who has the gift of the living of Colwick, attended the Algerian church of which Canon Curran was rector, and, being struck with the minister's bluff sincerity of manner, invited him to seek the quietude of a rural English rectory. Colwick church has much archæological interest, and the rectorate represents a clergyman's ideal of a peaceful retreat after a hard and strenuous life.

CANADIAN LECTURES IN BRITISH SCHOOLS

The children in the advanced standards of one of the largest public schools in Liverpool were given an entertaining geographical lesson regarding the extent of Canada and its resources last week. The lecturer was Mr. J. B. Hoseason, of the staff of Mr. F. C. Salter, the European traffic manager of the Grand Trunk Railway System, whose headquarters are in that city.

The districts for wheat growing, mixed farming, fruit cultivation, mining, and railroad construction were clearly brought to the minds

A CLASS-ROOM AT THE PLEASANT STREET (LIVERPOOL) SCHOOLS DECORATED FOR MR. HOSEASON'S LECTURE.

of the scholars in an entertaining manner. By gaining the interest of intelligent children in the large home which awaits them across the sea, it is expected to reach parents who would make good citizens of the Dominion and find their condition in life much improved by settling in a country where there is more elbow room. The successful lecture inaugurated by Mr. Salter in the Pleasant Street Council School in Liverpool might be repeated with advantage elsewhere.

A WARNING TO EMIGRANTS.

The Emigrants' Information Office, 31, Broadway, Westminster, has issued, through the Colonial Office, the following caution:—

"In view of the fact that fitters, turners, blacksmiths, boilermakers, fitters' helpers, blacksmiths' helpers, freight-car carpenters, and car repairers are being advertised for in this country to work in Canada on the Canadian Pacific Railway, it is necessary to bear in mind that an extensive strike is in existence on this railway, which affects very large numbers of workers. It should also be borne in mind that a man who accepts at this time of year temporary employment in Canada for a comparatively short period runs the risk of losing his employment in the winter months, when all kinds of work in Canada are specially difficult to obtain."

Under the provisions of an Order in Council passed on the 11th inst., emigrants arriving in Canada between January 1, 1909, and February 15, 1909, will be required to have in his or her possession a *minimum* amount of $50. Persons arriving after February 15, 1909, and until further ordered, will require to have in their possession a *minimum* amount of $25.

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Gathering and Branding Cattle: HOW THE WESTERN COWBOY WORKS.

ALMOST before rosy-fingered dawn has lightened the east, the round-up outfit camped on the banks of the little western stream is astir. The dying embers of last night's fire are coaxed back to life, and fresh fuel piled upon them; the kettle is hung above, and the cook is preparing the three "B's"—bacon, beans, and bannock—that are the cowboys' staple food while on a round-up. From the tiny tents come a score or so of men, sunburnt, wiry, and walking with the curious gait of horsemen. Their costume, though strange to the Eastern eye, is not so reminiscent of the "wild and woolly West" as might be expected. As a matter of fact, the huge, jingling silver spurs, cumbrous woolly chaps, loosely-knotted gaudy neckerchief dangling six-shooter and cartridge-belt, and giant sombrero, have given place to ordinary blue or brown overalls (never riding-breeches), with an occasional pair of leathern or sheep-skin chaps, worn chiefly in cold weather for the sake of warmth; a checked shirt, and an old slouch hat—black, brown, or drab—while the "gun" has disappeared entirely. The 'kerchief is still worn round the neck, with the points fluttering in the wind, but has ceased to be remarkable for its gaudiness.

One of the early-morning tasks is the roping and corralling of the saddle horses needed for the day's work. One has but to watch the boys at this to see their dexterity in the management of horses, and their agility and activity in the saddle, and especially on the back of a "mean" horse, as a bucking broncho is called.

As the light increases the position of the herd of cattle can be seen away in the valley a mile or so down-stream. On a knoll, silhouetted against the sky, sits, mounted, one of the night-herders, watching the herd as it feeds on the tufted grass, now moist with heavy dew.

Then comes the call to breakfast and the hurried meal, followed by the mounting of the boys, and the start of the day's work. If the men are to be employed in bringing in the cattle they start out in twos, covering a huge circle some twenty miles in extent, keeping a sharp look-out for any little bunches that may be grazing in a coulee or dip in the ground. These are all rounded up and driven at the slow pace suited to the cows and their calves to the main herd.

Here on the rolling uplands, which make the best cattle country, there is hardly a scrap of vegetation but grass, except a few meagre trees, sheltered by the deep banks the rivers have worn for themselves in the hard ground. Even the grass is short and scant. It grows in little bunches, and is a species of the famous bunch grass of the prairies. In addition there is the "buffalo grass," excellent for fattening cattle; and no wonder, since for many centuries it was the food of the monarch of the plains, after whom it is named. Reminders of the presence of the buffalo are still found. The whitened head bones, with the splendid horns, or sometimes the horns alone, lie here and there in the sun; but they have been mostly collected and sold for fertilisers in the case of the bones and for curios in the case of the horns. Indeed, except for the old buffalo trails which cross the prairie in all directions like so many gigantic rabbit "runs," one would scarcely know that the bison had ever existed here, so complete has been his extermination.

When the country has been thoroughly scoured by the boys and all the stray cattle brought in, the branding of unbranded calves begins. As a rule, this is done in a corral, an enclosure fenced in rough and ready fashion with rough timber. Most of the men are now dismounted, and only one or two ride slowly to and fro, keeping the vast herd together. The roper, whose duty it is to catch and drag up the calves to the "rustlers" near the fire, is mounted on his best "rope horse." He rides slowly into the bunch, swings his rope, and catches his calf by the hind legs, twists the rope round the horn of the saddle, and drags him, bellowing, up close to the fire. Here a "rustler" seizes the rope short up to the calf, and another grabs the animal's tail. They give one sharp pull opposite ways and down the calf comes on his side. Then one puts his knee over its neck and takes hold of a front leg, holding it tight up to him, while the other takes hold of the hind legs, frees the rope, squats on the ground, puts his foot up against the calf's hindquarters, stretching the legs tightly towards him. The brand sizzles on the hide, the knife is at work, an ear is cropped and split, or whatever the rancher's ear-mark may be. "All right!" frees him, and the "rustlers" spring up to seize another. Two sets of "rustlers" are usually kept going, so that scores of calves are run over very quickly. In other cases the calves are held in the ropes by especially trained horses, who lie back on the ropes, keeping them taut and rendering a break-away impossible.

BRANDING CATTLE IN A CORRAL.

The cow-puncher's rope is his essential equipment—trailing, loop open, in his hand, or coiled and hanging at the saddle. His skill with it is sure, but not pyrotechnic; with it, from his horse or afoot, he can rope a running calf or cow by the neck, by the hind or fore feet, but it takes about three years of daily practice to make a good range roper. The rope is his *sine quâ non*, for he must even rope his horse in the corral before he has a mount. His rope is measured and cut from a bale, and he considers, for all-round work, that a hard-twist, four-ply hemp rope is superior to raw-hide or the hair.

The cowboy's eyesight, trained to its work, is remarkable. He can detect an unmarked calf amidst a bunch, and is off almost before the novice has seen the bunch itself. He can tell an ear-mark, and picks heifer from steer, yearling from young two-year-old in ready manner. His horse is his constant ally, and, without the co-operation of his horse, he would many a time be at a loss. An efficient cow-horse will supplement its master in every way

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CATTLE IN A TYPICAL RANGE COUNTRY.

possible; will keep a rope tight of its own accord; will pick up slack and throw an animal; will follow an animal through a herd, and need no bridle-rein.

On the average the cow-puncher is a faithful worker. Far from the foreman's ken, amidst hills and gulches, he might let many a calf escape until another time, rather than pursue it now at the risk of his horse's neck and his own, but he goes after the animal wherever the chase leads, and whether it be the beginning or end of the day. He might invent a private brand and start a herd for himself out of the young calves, but he does not. He serves to the limit the outfit that employs him.

His pay is $35 and $40 a month. His expenses are small, after he has furnished himself with saddle and bridle and spurs and bedding. He has pride in his profession. He might earn more and with less discomfort as a ranch hand or even as a cook, but he declines. His profession to him is a caste, and the only thing higher proper to him is to run an outfit of his own.

A NONAGENARIAN EMIGRANT.

To have lived during the reigns of no less than five British sovereigns and to have travelled across the Atlantic at the age of ninety-one years, are two claims to distinction which may be made by a lady who has recently taken up her residence in Peterborough, Ontario. She is Mrs. Stenson, of Dublin, Ireland, grandmother of Mrs. F. C. Moore, of Peterborough, with whom she is making her home. Mrs. Stenson was born in 1817, in the reign of George III., and has therefore lived in the reigns of George III., George IV., William IV., Victoria, and Edward VII She came to Peterborough with her grandson, Mr. E. Hackett, who is a graduate of Dublin University, and who will devote himself to educational work in Canada. Mrs. Stenson, despite her advanced age, stood the long sea voyage extremely well.

Sir Frederick Hodgson, the Governor of British Guiana, has received a deputation from the Chamber of Commerce on the question of reciprocity with Canada. In reply, he expressed his willingness to summon a special meeting of the Legislature. He was willing to do anything he possibly could for the sugar industry, which was the principal industry of the Colony. It would be madness if the Government did not take every opportunity and every means for placing that industry upon a firm basis when the opportunity for doing so occurred.

CANADIAN MISSIONARIES' JOURNEY.

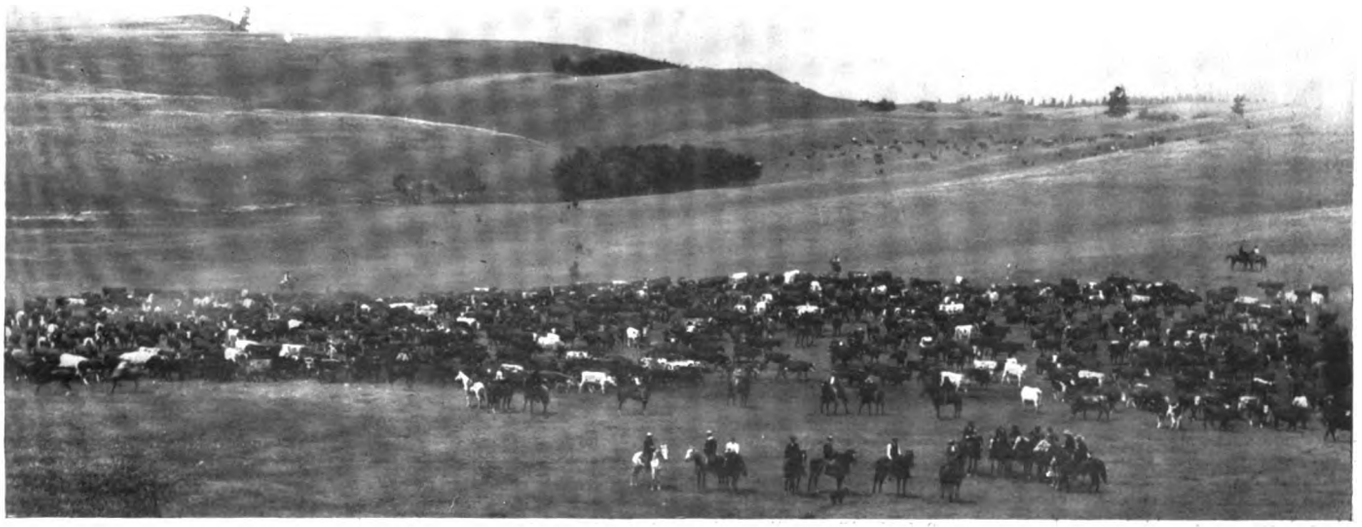
A notable group of Roman Catholic missionaries in the North-West is now en route to France to take part in a conference of the Order of Oblates. Among the travellers are the Right Rev. E. Girouard, Bishop of Athabasca, who has devoted 46 years of his life to missionary work in the West; Bishop Breynat, Bishop of Mackenzie; Father Lacombe, the oldest living missionary of the West, who went into Alberta fifty-six years ago; Father La Treste, who has laboured for twenty-five years in the Athabasca district without leaving it; Father Giroux, who went into the far North 20 years ago, and is now making his first trip into the civilised world; Father Grandin, Provincial Head of the Order of Oblates at Edmonton, who has also been in the West for a quarter of a century; Father Lefebre, Procurator at Mackenzie River; and Father Husson, Procurator-General for the Northern Missions. The delegates will visit both France and Rome. Father Giroux is to visit his aged parents during his stay in France.

THE PROTECTION OF CANADIAN FISHERIES.

With the beginning of next year the fisheries in the boundary waters of Canada and the United States will be under uniform protective regulations, designed to prevent the extinction or further serious diminution of the food fish. Prof. Jordan, representing the United States, and Mr. S. T. Bastedo, representing Canada, the Commissioners appointed under the treaty passed last spring, have practically agreed on the regulations, and they will shortly report to their respective Governments. The regulations will then come into effect by simultaneous proclamations of the Canadian and United States Governments. They will cover all international waters from the Atlantic to the Pacific, including the Great Lakes, with the exception of Georgian Bay and Lake Michigan.

Two hundred Bulgarians, who have been working on the Ontario Government Railway, are to be deported. The men, who were destitute, were given work at the rate of 6s. 8d. per day, but they struck for 7s. 4d., and thus became a public charge.

The model has been completed of a statue of General Montcalm, which it is proposed to cast in duplicate in bronze. It is intended to erect one statue in Quebec and a second in the neighbourhood of Nimes, where, at the Château of Candiac, the Marquis Louis Joseph Montcalm de Saint-Véran was born on February 28, 1712.



COWBOYS "HOLDING" A HERD OF SEVERAL HUNDREDS.

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RED DEER HUNTING IN ONTARIO.

A Successful Initial Trip.

THE Highlands of Ontario offer some of the best red-deer hunting to be obtained in the world. The district is easily reached from Toronto by the Grand Trunk Railway Company, and the journey is well worth making, for every sportsman is sure to obtain some trophy as the result of his efforts. A correspondent of *Rod and Gun* describes as follows the successful hunt he experienced on the occasion of his attempt at shooting:—

"Our hunting party was small, consisting of myself, Harry and Aunt K. The last-named possessed a good record for handling the rifle. The location of our hunting headquarters could not have been better, being about 100 yards from a nice lake, with high hills on all sides. The house was built of logs, and on the whole made a most picturesque appearance. That evening we had a good smoke, and discussed our plans for next day.

"Saturday morning found us up early, and after a good breakfast we made a hurried start, a little rain falling at the time. According to the arrangements made the previous night, I took a runway some four miles out. Half an hour's start was given me that I might reach my position, and then Harry promised to start the dogs and do his best to give me a chance.

HUNTERS AND THEIR QUARRY.

"The drizzling rain made matters uncomfortable, but I tramped along cheerfully, and had visions of deer ever before me. As I could not find the place which had been described to me, I concluded to stay where I was. In a few minutes I heard the dogs giving tongue and a shot followed. The rain came faster and faster, and I secured the shelter of an old tree, where I remained for some time longer. As nothing showed up, I decided to return to headquarters, which I reached at noon, glad to find a fine dinner of fried partridge awaiting me. My long tramps made me enjoy that dinner. It was half-past one before Harry came in, and though wet and hungry, he was jubilant over success. He had secured a fine buck a short distance out, and required help to carry it in. We were all excitement at the news, as we had scarcely ventured to hope for success the first day out. It was not long before we were at the scene of the exploit, and after dressing him found a good strong pole and took him into camp. As the rain was still pouring steadily down, we decided to remain at the cabin for the remainder of that day.

"As it turned cold during Sunday night, the fresh air was very bracing when we faced it early on Monday morning, and each of us was anxious for a start. Aunt K. was eager to try her luck, and it was agreed that, while she and I would occupy the runway by the marsh, Harry should again start the dogs. We had not been at our stations long before we heard the dogs. They were east of us, and seemed to be coming closer every minute. I took up my position behind a big stump, and, hearing a number of shots, thought I had better be prepared should a deer happen my way. On many occasions I had been told that I should have 'buck fever' and forget to shoot when I saw my first deer. While I will admit that I was a little shaky, I made up my mind not to forget to shoot. In those few anxious moments I had killed the deer in my own imagination before I saw him. At length I sighted him crossing through the bushes about 300 yards off. Judging from the course it was taking, I thought it would not come any nearer to me, and accordingly I fixed my sight and blazed away as fast as possible. The flag was still in the air as my first deer passed from my sight. Hoping that I might run into it in the swamp, I struck out, but had only gone a short distance when I met Harry. As it was near noon, we agreed to give up the chase and enjoy our lunch of apples and cookies. We had a pipe and talked over our bad luck of the morning's hunt. Harry had made a clean miss at a nice buck. Although we made up our minds to do better that afternoon, and did really work hard, we had no luck, and returned to camp weary, hungry, and unsuccessful.

"Next morning we found that three inches of snow had fallen during the night, and we made a hurry-up breakfast to get out before the sun could take the snow off. I struck out alone, as usual, and Harry started the dogs. In passing through a small valley I ran into fresh tracks and received new hope from the sight. I went forward to the runway it had been arranged I should watch, but appearances not seeming to me at all favourable, I decided to go back to the other runway. In this case instinct was right, for I had not gone 200 yards from the fresh tracks when I sighted a fine buck coming down the side of a hill. Fixing my sights, and keeping very still, I allowed him to come down till I thought I could manage him. Then I opened up, and, missing two shots, only turned him up the hill again. Doubtless he would have escaped had I not succeeded in planting the third shot in his shoulder and thus stopping him. I was not long in getting to the spot, and found that the one shot had killed him.

"As I was alone, it was up to me to dress and prepare my prize for removal to camp. I performed the necessary operations, and then succeeded in attracting Harry's attention to my position. We ate our lunch near where the deer had fallen, and then procuring a stout pole, swung the deer on and set off. It was a good four miles to camp, and as the deer (as we afterwards ascertained) weighed 178lb. dressed, our task was no easy one. The country was very rough, and every now and again it was necessary to climb over logs and go through bushes, progress being so impeded that often it appeared as though we could not go further. However, we did not mind it at all, being so delighted over my success. When finally, about supper-time, the camp was reached, congratulations and handshakes were the order of the occasion. That evening was far better than the previous one, and after a good supper—which we enjoyed immensely—we retired early, being quite ready for bed, after our strenuous exertions of the afternoon.

"Steadily falling rain all through Wednesday and Thursday detained us at headquarters. From sleet it turned to snow, and the prospect was gloomy. The two days were taken up with wood-cutting, reading, gun-cleaning, talking over past adventures, and arranging for others to come.

"Although there were 10in. of snow on the level on Friday morning, making walking very bad, we determined to make an effort and set out. Before I had gone a mile the dogs started east of me, and I soon saw a fine doe coming at full speed. As I could not get near where she would pass, I had to take a long shot, and so opened at 300 yards. I unloaded the magazine in my endeavours to stop her.

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but she went on untouched. Things seemed to me to be lively, and reloading as soon as possible, I took my stand behind a stump, keeping close watch on all sides.

"The dogs appeared to be busy in the hardwood bush south of me, and in no time they started another deer. This one, which I saw was a doe, came along the ridge towards me. I waited till she was about 200 yards away, when I planted a well-aimed shot in her

A TROPHY FOR A NOVICE.

shoulder, and down she went, ploughing up the snow for some distance before stopping. I remained for some time to see if there would be anything else doing, and, as all was quiet, started for camp, sliding my deer along on the snow.

"The head of my buck was mounted, and I prize very highly the trophy of my first deer hunt in the celebrated Highlands of Ontario, which I trust I may be able to visit often in the future."

MUNICIPAL OWNERSHIP.

Result Achieved at Port Arthur.

The municipal authorities of Port Arthur, owing to attacks made by the financial press, have published a report made by Messrs. Cross and Menzies on the condition of the city's finances. In this report the capital account is distinguished from the revenue account, and all that belongs to moneys realised from the sale of debentures and to permanent investments has been separated from moneys belonging to the receipt and expenditure of revenue. From this it will be seen that at May 31 the capital account shows a surplus of $420,995, and the revenue account a surplus of $19,420, a total surplus of $440,415. And this after setting apart the sum of $136,223 for sinking fund and depreciation account, and paying a further $2,843, the amount of debenture instalments matured so far this year. The depreciation account is in lieu of sinking fund on certain debentures, the levying of which has been dispensed with by statute, permission being given to renew the debentures at maturity. But this amount of $136,223 on sinking fund and depreciation account is the whole sum of a sinking fund that need be on hand at date if every outstanding debenture is to be paid at maturity.

With reference to the street railways, after the initial period ending with 1902, and for the ensuing five years, to 1908, the railway account shows a profit of $46,029, the operating expense being 60.24 per cent., and the net revenue 18.70 per cent. of the earnings. As to the general subject of the earning power of the public utilities operated by the city, notwithstanding the very heavy expenditure in connection with the waterworks system at the constructive stage, the profits from the operation of these utilities are amply sufficient to pay all debt charges on them, as well as on the waterworks and sewers construction account. The results shown by all these several accounts for the period January 1, 1905, to May 31, 1908, after providing in every case for debenture interest and sinking fund, are as follows:—

Surplus.	
Electric street railway	$64,111
Electric light	131,543
Telephone	9,052
	204,706
Deficit.	
Power	60,971
Waterworks, sewers	31,198
	92,169
Balance of surplus	112,537

An all-Canadian line to the Yukon River by the Canadian Pacific Railway is stated to be one of the possibilities of the near future. A railway official stated recently that a line would be run from Athabasca Landing in a north-westerly direction to Pine River Pass, across the Rockies, and thence northward.

WHY WESTERN CANADA HAS GONE AHEAD.

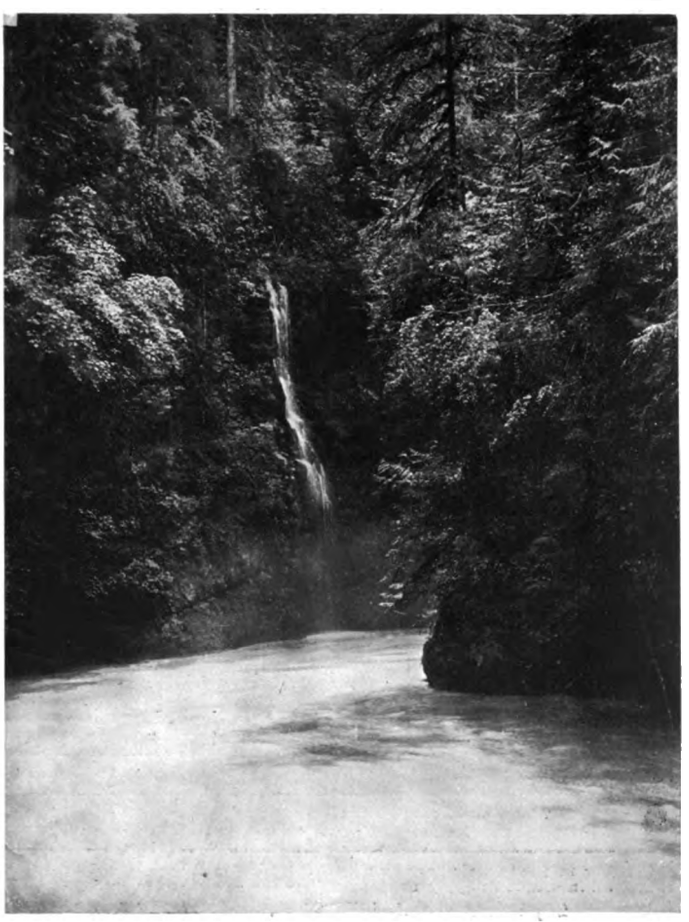
Mr. Chas. F. Roland, Commissioner of the Winnipeg Development and Industrial Bureau, who has recently made an extensive tour of the West, speaks enthusiastically of the wonderful resources, present development, and unlimited promise for the future of the cities and towns visited *en route*. Interviewed by a correspondent, he said:—

"I started out with the intention of learning more about the cities, towns and country with which Winnipeg has so much to do in the way of trade. I visited Regina, Moose Jaw, Medicine Hat, Calgary, Red Deer, Strathcona, Edmonton, Vegreville, Vermilion, Saskatoon, Prince Albert, Melfort and Dauphin. It was a business trip, and at every point the Publicity Commissioners and Board of Trade members showed unbounded hospitality, and through these offices I was able to get a wonderful lot of valuable commercial, industrial and agricultural facts. And what a country this West is! People wonder why Western Canada has gone ahead so fast, but there's no reason to wonder when you see the land and learn of the resources of the country. Millions of acres of grain, other millions of grazing land, timber that stretches over miles and miles of the northern section, coal mines, natural gas, and promise of other mineral wealth that cannot be estimated.

"I saw towns that have to-day half a million in new buildings, when only three years ago there was nothing more than a homesteader's shack here and there on the prairie; cities that have great hotels, magnificent public buildings and beautiful private residences upon finely boulevarded streets, which were no more than frontier towns and trading posts within the past ten years.

"The interest of the citizen in his home, town and community, and the activity which he displays in promoting, by every honourable means, the welfare of the country, marks the true quality of Western patriotism, a quality which is a chief element in the character of the average Board of Trade member of Western Canada. In no other manner is the truth of the statement, 'A city is just what its commercial organisations make it,' shown than by the untiring efforts of the many members I met on this trip. Furthermore, what interested me most was the success already attained by these young cities of Western Canada in their advertising campaigns, which clearly demonstrates that to the community that wishes to increase its financial, commercial and industrial businesses, advertising is the quickest and most economical route to be taken.

"Yes, the possibilities, the absolute certainties of manufacture and trade which must follow in the track of such partial development of the resources of this great West are too manifold and marvellous for one to make any calculations upon now. Certain it is, though, that the many cities and towns I visited will grow and flourish, and this whole land will be made populous with millions of prosperous people, and with Winnipeg, the gateway through which practically all of the great traffic will pass, and from which, as is now the case, the greater part of the trade of the country radiates, will, in the very nature of things, continue, and become one of the great cities of the Continent."



A PICTURESQUE WATERFALL ON THE COWICHAN RIVER, B.C.

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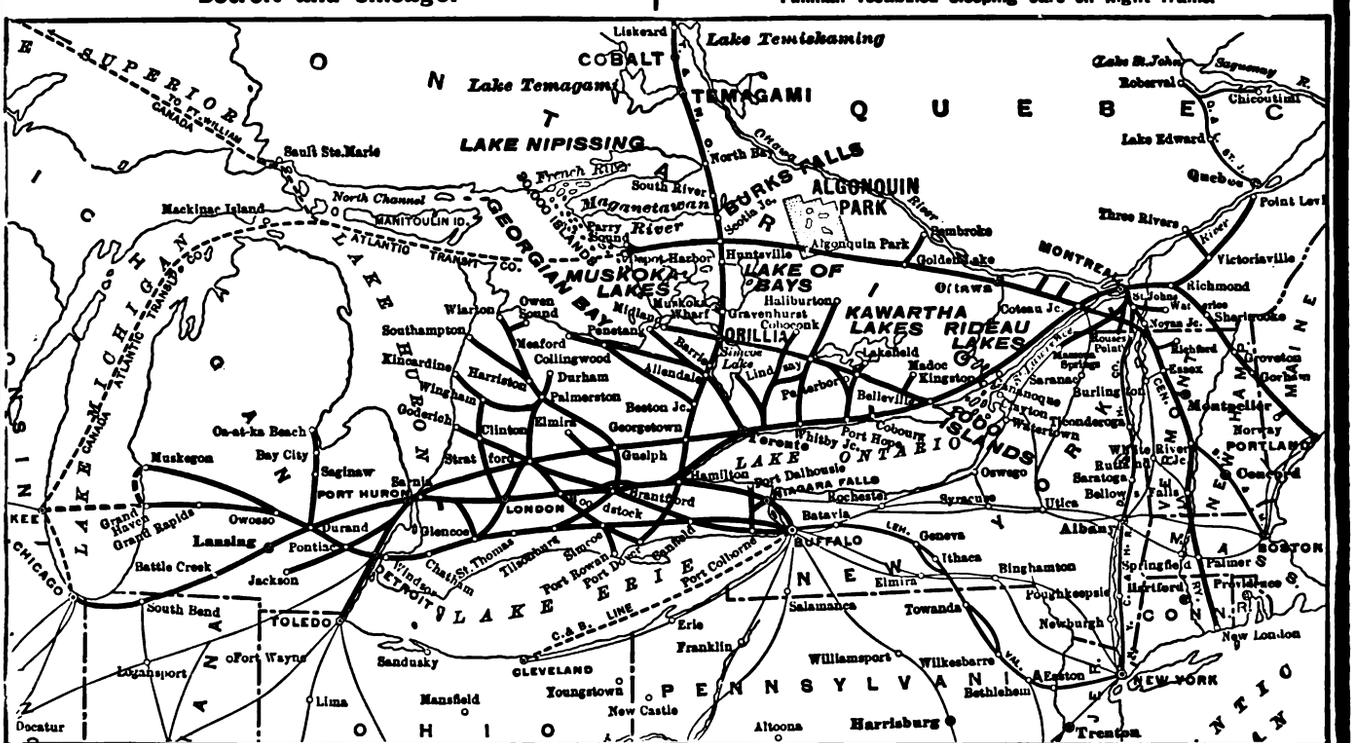
Dining, Parlor-Cafe-Library Cars on Day Trains.
Pullman Vestibuled Sleeping Cars on Night Trains.



THE GRAND TRUNK RAILWAY SYSTEM issues Bills of Lading and quotes Rates of Freight Through from Great Britain and the Continent to all principal points in CANADA and the WESTERN UNITED STATES, in connection with the Steamship lines to Montreal in Summer and Portland in Summer and Winter.

For further particulars and all information apply to FRED. C. SALTER, EUROPEAN TRAFFIC MANAGER,

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PURELY PERSONAL

Earl Grey has been elected a vice-patron, and Lord Strathcona, Sir Wilfrid Laurier, and the Lieutenant-Governors and Premiers of Manitoba (Sir D. McMillan and the Hon. R. P. Roblin), Saskatchewan (the Hon. A. E. Forget and the Hon. W. Scott), Alberta (the Hon. G. H. V. Bulyea and the Hon. A. C. Rutherford), and British Columbia (the Hon. J. Dunsmuir and the Hon. Richard McBride) have been appointed Vice-Presidents of the British Association.

Sir Wilfrid Laurier recently made the following statement with regard to the report that Lord Strathcona was to retire from the Canadian High Commissionership in London:—"Lord Strathcona has not intimated to me any desire to retire from the High Commissionership. He did make such an intimation a few years ago, but I begged him to remain, and he was good enough to yield to my wishes; and so long as his health remains good I desire him to remain."

Mgr. Macdonald, Vicar-General of Antigonish, has been appointed Bishop of New Westminster, not of Victoria, as stated recently, Victoria becoming part of the new Archbishopric of Vancouver.

Earl Stanhope has been staying at Ottawa as the guest of Mr. Mackenzie King, Deputy-Minister of Labour.

Sir Gilbert Parker, M.P., has been elected an honorary life member of the National Club of Toronto.

Viscount Milner has arrived in Quebec.

Mr. Wm. Cross, of Winnipeg, and Mr. and Mrs. Archibald Campbell, of Toronto, are staying at the Hotel Metropole.

The Hon. G. R. Tatlow, Minister of Finance and Agriculture in the British Columbian Government, and Mrs. Tatlow, Lieutenant-Colonel Van Straubenzie, Mr. J. Seagram, M.P., Mr. Donald MacMaster, K.C., and Mrs. MacMaster, Lady Macdonald, and Dr. H. B. and Mrs. Yates arrived in England by the Allan R.M.S. *Victorian*.

Sir James Grant, the well-known Canadian physician, who has been attending the meeting of the British Association at Dublin, has returned to the Dominion.

The Hon. Mr. Justice P. A. E. Irving, Judge W. S. and Mrs. Andrews, Mr. and Mrs. Melvin-Jones, Senator J. Yeo, Senator F. P. and Miss Thompson, and Dr. Russell have returned to Canada.

Mr. Philip Westmore, of Chatham, Ont., who was born in Kent, England, recently celebrated his 101st birthday. Mr. Westmore is enjoying fine health. He is able to take his regular morning walk, and took much interest in watching the work of the recent harvest.

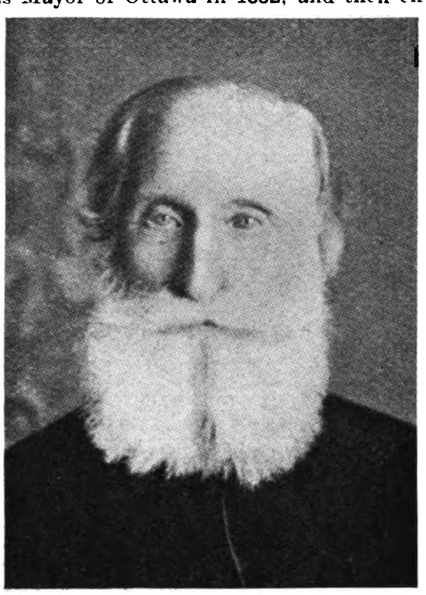
Lord Clanwilliam, son of the late Admiral Lord Clanwilliam, is spending several weeks hunting in New Brunswick.

The Hon. S. H. Blake was taken suddenly ill with gout while holiday-making in Northern Ontario, and was obliged to return to Toronto. He is now improving in health.

Mr. Seth P. Leet, K.C., Collector of Provincial Revenue, and Mr. Adolphe Bazin, K.C., a practising lawyer of fourteen years' standing, both of Montreal, have been appointed police magistrates for the district of Montreal. They take the places on the Police Court bench left vacant by the appointment of Messrs. Choquet and Piche to the newly-erected Court of Special Sessions.

THE HON. R. W. SCOTT.

The retirement from the Dominion Cabinet of the Hon. Richard William Scott, who may be said to have been the Father of the Ministry, serves as a reminder that he and Sir Richard Cartwright are the only two colleagues of Sir Wilfrid Laurier who sat with him in the only previous Liberal Cabinet since the confederation of Canada in 1867—that of the late Hon. William Mackenzie, 1873-1878. Mr. Scott is now in his 84th year, Sir Richard Cartwright is ten years younger, and the Premier himself will be 67 next October. The father of Mr. Scott was in the Army Medical Department, and served under the Iron Duke before settling at Prescott in the Province of Ontario, where the ex-Secretary of State was born in 1825. In 1848 he was called to the Ontario Bar, and soon became prominent in public life serving as Mayor of Ottawa in 1852, and then entering the Provincial Legislature as member for that city. In 1871 Mr. Scott was elected Speaker of the Ontario House of Assembly, and later occupied the position of Commissioner of Crown Lands in the Provincial Ministries of the Hon. Edward Blake and the late Sir Oliver Mowat. It was upon the formation of the Mackenzie Liberal Government in 1873 that he entered into Dominion politics, and the following year was called to the Senate by the Earl of Dufferin, and has been a member of that body ever since, acting as leader of the Opposition there during the Ministries of Sir John Macdonald, Sir John Abbot, Sir John Thompson, the Hon. Mackenzie Bowell, and Sir Charles Tupper between 1878 and 1896, when he was appointed to his old office of Secretary of State upon the formation of the Cabinet of which Sir Wilfrid Laurier is still the head.



As a legislator, the retiring minister will always be remembered as the author of the celebrated "Scott Act," a temperance measure which has been widely discussed, and has since given place to more comprehensive measures of local option and provincial prohibition. Though rarely heard upon public platforms, Mr. Scott has undoubtedly been a greater personality in the Cabinet than the majority of his colleagues.

The marriage has taken place of Miss Kate Gillespie, of Winnipeg, and the Hon. W. R. Motherwell, Minister of Agriculture, Saskatchewan. Mr. Motherwell and his bride will reside at Abernethy, Sask.

The engagement is announced of Miss Grace Polson, daughter of the late Mr. F. B. Polson, Toronto, to Mr. Alexander Kingstone Handy, of New York, son of the late Mr. Ralph Richard Handy, of the Derbyshire Regiment, and nephew of the late Mr. Hamilton Killaly, Toronto.

Mr. Howard Degville, hon. secretary of the Imperial Federation Defence Committee, is visiting the Dominion with the object of gathering the views of leading Canadians on the questions of Colonial representation, Imperial affairs, and co-operation in defence. He will also address several of the Canadian clubs.

Captain A. P. Deroche has been promoted to be Major to command No. 3 Field Company, Canadian Engineers. He succeeds Major C. P. Meredith, who is transferred to the reserve of officers. Major Deroche is a graduate of the Royal Military College, Kingston, and since he left there in 1903 has been active in things military. Lieut. R. W. Bishop, also a graduate of the Royal Military College, succeeds Major Deroche as captain.

Miss Edith Miller, the well-known Canadian contralto, has made two appearances recently at the Queen's Hall Promenade Concerts. Her engagements for the autumn include bookings at Newcastle, Durham, York, West Hartlepool, Darlington, and many other musical towns. Her services have again been secured by the London Choral Society, with which she will sustain the title rôle of Delilah in Saint-Saëns' "Samson and Delilah" on December 2. Two days later she is to sing Carmen at a concert performance of that work at the Crystal Palace.

BIRTHS, MARRIAGES AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s., or 75c., for 24 words or under, every additional word one halfpenny or one cent, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

DAVIDSON.—At Saskatchewan, on August 25, the wife of John Davidson, a son.

VIEUSSEUX.—On the 14th inst., at 106, Carleton Road, Tufnell Park, London, N., the wife of E. T. Vieusseux, a daughter. Canadian papers please copy.

MARRIAGES.

ANDREAE—LANGLOIS.—At St. James's Church, Upper Abinger, Surrey, Hope, daughter of Mr. Herbert Langlois, of Toronto, to Daniel Hermannus Andreae, barrister, of Haarlem, Holland.

ELLIS—HUBBARD.—On September 14, at Toronto, Harold Thornton Ellis, M.A., son of the Right Hon. John E. Ellis, M.P., of Wrea Head, Scalby, Yorkshire, to Mina Adelaide Benson Hubbard, daughter of the late Mr. James Benson, of Bewdley, Ontario, and widow of Mr. L. Hubbard, jun., of New York.

HARTY—KERR.—At St. Basil's Church, Toronto, on September 3, by the Rev. Thomas Kelly, of Smith's Falls, William Harty, jun., son of the Hon. William Harty, M.P., of Kingston, to Evelyn Adela, daughter of the Hon. Senator James Kirkpatrick Kerr, K.C., of Rathnelly, Toronto.

JAFFRAY—BENSON.—At St. John's Church, Port Hope, on September 2, by the Rev. John Ridley, of Galt, Rural Dean, assisted by the Rev. Edwin Daniel, M.A., rector of St. John's, Harry Traver Jaffray, Manager of Imperial Bank of Canada, Golden, B.C., to Jessie Laura Louise, youngest daughter of Thomas Moore Benson, Judge of the County Court of the counties of Northumberland and Durham.

YEIGH—LAIRD.—On September 2, at Kingston, by the Rev. Robert Laird, assisted by the Rev. Alexander Laird and the Rev. M. McGillivray, Annie Louise, daughter of Rev. Robert and Mrs. Laird, to Mr. Frank Yiegh, of Toronto.

DEATHS.

ALLEN.—On September 4, at her home, 565, Sherbourne Street, Teresa Beatrice, third daughter of the late John Allen, Esq., of Leamington, Warwickshire, England, in her 31st year.

HUME.—In Toronto, August 6, Rev. Robert Hume, M.A., aged 75 years.

MACPHERSON.—At Post Office, Stroutian, on 10th inst., Hugh D. Macpherson, aged 20 years, youngest son of Allan Macpherson, late schoolmaster, Kilchoan, Ardnamurchan. Canadian papers please copy.

M'DOUGAL.—At 5½, Mackenzie Crescent, Toronto, on Wednesday, September 2, James M'Dougall, O.E., A.M.Inst.C.E., in the 55th year of his age.

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RURAL LIFE IN ONTARIO: PHOTOGRAPHIC STUDIES AT GUELPH.

MILKING TIME.

SHROPSHIRE SHEEP AND LAMBS.

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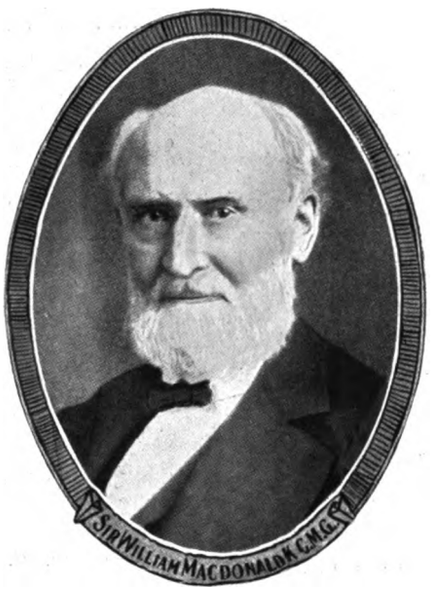
Agricultural Education in Canada: How Children are Instructed.

TO Sir William Macdonald and Dr. James W. Robertson, the Principal of the Macdonald Agricultural College at Ste. Anne de Bellevue, the Dominion owes the organisation of its wonderful system of agricultural education. The movement, which had its origin in various little experiments undertaken jointly by these two public spirited men, is having the result of educating young Canadians on a definite scientific basis, with a view to making them successful and happy in rural life.

One of the experiments which began the movement was that known as the "Macdonald Seed Grain Competition." The seed branch of the Department of Agriculture was a direct outcome of that competition, as was also the formation of the Canadian Seed Growers' Association. The competition was carried on by boys on farms dotted all over Canada. The idea was a happy thought of Professor Robertson. In the summer of 1899, when he was the Commissioner of Agriculture and Dairying for the Dominion, he put aside $100 of his own money to offer in prizes to Canadian boys and girls who would send him the largest heads from the most vigorous plants of wheat and oats on their fathers' farms. Meeting with a wonderful response, he went to Sir William Macdonald, and told him here was a great chance to do some educational work in progressive agriculture. If farmers' boys all over the Dominion could be got to select the heaviest heads of grain for seeding purposes, the result would be the gradual evolution of a much heavier and more prolific grain. He asked Sir William for $10,000 in prizes that would start this thing and keep it going for three years. Sir William provided the money with all goodwill, and the young competitors in every part of Canada were instructed to select the largest heads and grow seeds from these heads in a plot by itself. There were over 1,500 entries. Out of that number 800 completed in full the first year's work, and 450 completed the three years' work in a satisfactory manner.



THE BENEFACTOR OF AGRICULTURAL EDUCATION IN CANADA.

Many of the farmers on whose farms this competition was carried out, seeing that the hand-selected seed plots carried crops decidedly more vigorous and heavy than the crops from the same varieties of grain sown on the same farm in the same season from unselected seed, formed themselves into the Macdonald-Robertson Seed Growers' Association, out of which grew the Canadian Seed Growers' Association. The estimate of members of that association and of the seed branch of the Department of Agriculture is that one of the direct results of the seed grain competition was an increase in the value of the grain crops of 1906 in Canada to the extent of at least $500,000.

Sir William Macdonald next furnished funds to establish manual training centres in connection with the public schools in twenty-one places, from Prince Edward Island to British Columbia, and to maintain them without cost to the pupils or to the public for a period, in most cases, of three years. Before the end of the period of maintenance by the Macdonald fund, there were 45 manual training teachers on the salary roll at a cost of some $3,600 per month, and more than 7,000 boys were taking the courses. Summer courses and Saturday lessons were provided for teachers of urban and rural schools. This work was begun in 1901, and in 1903 and 1904 the local authorities in the several provinces took over and extended the work. Now over 20,000 boys and girls in Canadian schools receive the benefits of manual training in their regular course under the school authorities as a result of Sir William's benefaction in giving that form of industrial and agricultural education a friendly lift.

CHILDREN'S GARDEN PLOTS AT THE CONSOLIDATED SCHOOL, GUELPH.
The Buildings of the Macdonald Institute are seen on the left.

Under the Macdonald Rural Schools Fund arrangements were made for providing a school garden at each of five rural schools in each of five provinces. A trained instructor was placed in charge of each group of five gardens and of the nature study work at them. He spent one day at one school and the next at another. The cost of this was met by Sir William Macdonald. At the school gardens an effort is being made to give the children information and training in three important matters in connection with agriculture—viz., the selection of seed, the rotation of crops, and the protection of crops against disease and insects. It is really industrial education. Children find out something by doing, observing, and recording the results themselves. The school garden is one way of making rural life more popular as well as efficient.

The establishment of consolidated rural schools is another step taken by Sir William Macdonald for the improvement of rural education. One object of the consolidation was to fit nature study with school garden work, household science, and manual training into a course of study with the hitherto ordinary subjects in such a way as to give the best possible education for rural life.

The Macdonald Institute at Guelph constitutes another branch of the work. Sir William Macdonald gave the sum of $182,500 to provide buildings and equipment at the Ontario Agricultural College, Guelph, to train teachers now in the service for this "new education." Besides serving that purpose, the institute has become a headquarters for manual training, for household science, and for providing shorter courses of instruction and training for farmers' daughters and others in cooking, sewing, domestic art, and other branches of domestic economy.

The Macdonald College at Ste. Anne de Bellevue, upon the founding and endowment of which Sir William Macdonald has spent a large sum of money, has grown out of the attempts and accomplishments briefly outlined above. One of the objects of the college is to carry on research work and investigation and to disseminate knowledge, all with particular regard to the interest and needs of the population in rural districts. Another primary object is to provide suitable and effective training for teachers, and especially for those whose work will directly affect the education in schools in rural districts.

The Scottish agriculturists, who are at present touring the Dominion, visited the Macdonald College at Ste. Anne de Bellevue. On arriving at the station the party were met by the principal, Dr. Robertson, and members of his staff, with carriages, which conveyed them to the college. Landing at the administration building, they were conducted to a lecture room, where the principal made an address of welcome and explained the purposes, the layout, the principles and practical operation of the college. The institution, he declared, was one not of Canadian or even national importance only but of world-wide scope. Its influence would reach the ends of the earth. It was original in many respects, and particularly in its purposes. There was a spirit of unrest in the cities—a reactionary feeling that made people desire to get back to the land; to live in the open; to till the soil amid healthful surroundings and be independent. But people brought up in the cities wanted the best educational privileges along with some social enjoyment sandwiched in with agricultural pursuits. This college aimed to supply this want. He believed they could do here what could not be done in an older, more conservative country, and after demonstrating the operation of their plans he thought it would be easier for some other, older institutions to step out on new lines in some respects. After lunch the college buildings, the implement and poultry buildings, the live stock, and the fields under cultivation were seen.

Robert Kerr, the Canadian sprinter, won both the 100 and 220 yards races at a recent meeting at Hamilton. His time in the Hundred was 9 4-5 secs., and in the Furlong 21 3-5, or equal to the world's record.

A special emissary from the Emperor Francis Joseph and Pope Pius X. has recently visited Western Canada to investigate the conditions of the country. Should his report be favourable it is probable that 200,000 Hungarian farmers will settle in Western Canada during the next few years.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO.

Ottawa.—Fishing by means of steam trawlers within the bays and harbours of Canada or within the three-mile limit has been prohibited by an Order in Council passed by the Canadian Government. The fishermen of Nova Scotia made strong protests to the Government against the operation of trawlers, one of which recently arrived from Scotland and began fishing off Canso.

——Mr. J. Blake Hunter, of Ottawa, has been selected for the office of Deputy Minister of Public Works of the Dominion, in succession to Mr. Antoine Gobell, I.S.O., who has retired. He entered the public service in 1872, and became Assistant Deputy Minister seventeen years ago. Mr. Arthur St. Laurent, Assistant Chief Enginner of the Department of Public Works, is to succeed Mr. J. Blake Hunter as Assistant Deputy Minister of the Department.

Toronto.—The cost of the new General Hospital building on College Street, if the plans submitted by the architect to the Hospital Board had been accepted, would have been $2,000,000. This is without equipment or land, and is a million dollars in excess of the cost which the Board have had in view. The Board have not, however, accepted the plans, but have decided that new plans must be drawn to keep the expenditure within $1,000,000.

——The sum of $6,000 will be spent to provide a new technical school large enough to accommodate 2,000 pupils.

——The Ontario Government is to establish fish fields in Northumberland County for the propagation of black bass.

——The *World* Newspaper Company have been granted a permit to erect a building for the purpose of carrying on their business on the north side of Richmond Street, west of the Robert Simpson Company's building.

——Children's Day at the Exhibition brought a record-breaking attendance

——The ninth annual meeting of the Ontario Municipal Association has been held in Toronto.

Port Arthur.—The Port Arthur tax rate for the ensuing year will be 25 mills to raise $174,000 on a taxable assessment of $7,000,000. The total assessment is $11,538,642.

——The Council is to submit a by-law to a vote of the ratepayers providing for a $150,000 municipal-owned building to be constructed for occupation as a theatre and offices.

——The Bank of Nova Scotia is looking for a location here.

——The City Council has authorised the construction of 3,600ft. of new street car line, in the form of a skeleton track, into the Stewart and Hewitson Quarry. The firm expects to secure the contract for the delivery of 30,000 yards of rock to Fort William, and has made an offer to pay the city for delivery by the street railway 30 cents per yard.

——The Mariaggi Hotel has been sold to Messrs. H. Bonfram, of Yorkton, Sask., and A. Bonfram, of Winnipeg. The price was about $175,000.

Kingston.—Dr. Milton L. Hersey, of Montreal, has given $10,000 to endow a fellowship in the department of chemistry of the Kingston School of Mining.

Stoney Creek.—The Earl of Minto has sent £5 as a subscription to a fund now being organised for the erection of a monument to the memory of the British soldiers who fell at the battle of Stoney Creek in 1813. The County of Wentworth Veterans' Association, which has charge of the project, is making arrangements to have the foundation for the monument put in, and efforts will be made to have the foundation-stone laid by Sir Wilfrid Laurier, who has subscribed generously to the fund.

London.—The Lake of the Woods Milling Company are about to extend their plant, the company having bought a lot of land in the northern part of the city of London, where they will locate a big flour mill, and make that city the distributing point for their western Ontario trade.

Cobalt.—The Town Council and the Township Council have at last come to an agreement regarding the waterworks and sewerage for this place, the Township Council agreeing to guarantee the town bonds to the amount of $75,000.

Fort Frances.—Construction of the water-power plant at this place and International Falls will be gone on with as rapidly as possible. The dam, plant, and machinery will cost about $700,000 and develop 30,000 h.p. When it is complete a paper and pulp plant, with a capacity of 500 tons a day, will be built by the Backus-Brooks Syndicate.

——This town is shortly to have a flour mill with a capacity of 20,000 barrels a day. The Ogilvie Milling Company are promoting the enterprise.

——A new gaol will be constructed here at a cost of about $12,000, under Government supervision.

Amherstburg.—The residents of Essex county may be asked to supplement a grant from the Government for carrying out a scheme to establish a national park on the site of old Fort Malden. The Government has already been asked to include Fort Malden in the scheme for the purchase of the Quebec battlefields, and it is expected that a grant will be made. Earl Grey inspected the property while in Amherstburg, and expressed the opinion that it would be a pity to allow it to be effaced. Mr. Hough, the Mayor, estimates that the entire property could be purchased for $25,000, and that an additional sum of about $10,000 might be required to lay it out as a park.

QUEBEC.

Quebec.—The Provincial Treasurer has issued the following financial statement: Ordinary receipts on account of Consolidated Revenue Fund, $6,016,615; ordinary payments from Consolidated Revenue Fund, $4,980,019; surplus of ordinary receipts over ordinary expenditure, $1,035,696.

——The accounts for the tercentenary celebration at Quebec are nearly all in, and the total cost will run between $325,000 and $340,000, leaving a surplus of between $10,000 and $25,000 to hand over for the Parks Fund. The pageants, which were estimated to cost $75,000, will require $95,000, owing to the small grand stand receipts.

——The records of the Hotel Dieu here go to prove that a skeleton recently dug up in John Street was that of a French Protestant soldier who died in 1720, and was buried in a deep grave outside consecrated ground, in what was then the farm of the Hotel Dieu.

Montreal.—According to a report completed at the City Hall recently the city's new income tax, inaugurated about a year ago, is a failure, and will be abolished before the close of the year. The tax was imposed on all residents outside the city who earned their living within the city. The report shows that the total tax collected was $700, which was less than the cost of collection.

——The Notre Dame Collegiate Institute (affiliated to Laval University) is to open its doors in October for the higher education of young women, a complete course in English under the direction of English professors, with an arts degree, having been arranged. The institute is conducted by the Sisters of the Congregation of Notre Dame, the pioneer educators of Montreal.

——St. John's School is being transferred from Ontario Street to Notre Dame de Grace. The school was founded about 40 years ago by the Rev. E. Wood, and has been a valuable factor in the educational life of the city. The new building will be opened at Notre Dame de Grace about a year from now, and in the meantime the school will continue for another year in its present quarters. Property to the value of $10,000 in Notre Dame de Grace on Royal Avenue, not far from the Westmount Athletic Grounds, has been purchased, and plans are ready for the erection of a school, which will be built of brick and concrete, and which will cost $50,000.

——The town of Delorimier will be annexed to Montreal about the end of October. Both St. Louis and Maisonneuve have declined the city's terms to form part of Greater Montreal.

Verdun.—The Hon. W. A. Weir, Provincial Treasurer, and the Hon. Rodolphe Roy, Provincial Secretary, made an official visit recently to the Protestant Hospital for the Insane here. The question of erecting an additional building was discussed. The Ministers admitted the necessity of improvements, and promised to submit the matter to the consideration of the Government.

St. Remi.—Nine houses have been destroyed by a fire, which started in the store of P. Lazure, general merchant. The loss is estimated at from $50,000 to $100,000.

Rigaud.—A Canadian Pacific train has been derailed between Rigaud and Pointe Fortune. The accident was the result of a broken rail. Only one person was injured.

St. Louis.—The town has received $38,000 from Messrs. Hanson Brothers on account of the purchase of $625,000 worth of debentures for improvements to the town. Work on the construction of sidewalks and the paving of the streets will now begin.

NOVA SCOTIA.

Halifax.—Mr. R. L. Borden, M.P., has sold his handsome residential property, "Pinehurst," Quinpool Road, to Mr. Robert Pickford.

——Under most successful circumstances, the twelfth annual Nova Scotia Exhibition has taken place.

——The Board of Fire Underwriters have agreed upon a reduction of 5 cents per $100 on schedule rated mercantile risks in a part of Halifax on account of the addition to the fire department equipment of two new engines.

——The first-class Italian cruiser *Ettore-Fieramosca* has arrived in port from St. Thomas, West Indies, viâ Philadelphia and Boston. After leaving Halifax the cruiser may go to Quebec.

Sydney.—The Nova Scotia Steel Company now employs 4,200 men, and the wages paid in 1907 totalled $2,152,417.

——The number of employees at the Dominion Coal Company's collieries is 9,200, exclusive of the men employed at Lingan and Sydney. These added to the total would give the coal company considerably over 10,000 employees

Glace Bay.—Captain A. Dickson has been appointed by the Canadian Government to be Port Warden for the Port of Glace Bay.

Amherst.—The recently-built passenger station has been opened for business. It is one of the extensive improvements carried out here during the past few years to provide the increased facilities demanded by the great development of local freight and passenger traffic.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

NEW BRUNSWICK.

St. John.—The City Council has decided in favour of putting the whole of the harbour into commission. A committee was chosen to go to New York and Montreal in an endeavour to procure floating elevators to handle grain for the coming winter's shipments. Two or three new berths will be ready for next winter's business, and unless floating elevators are procured the difficulty in getting the grain on the ships will be experienced.

PRINCE EDWARD ISLAND.

Charlottetown.—The Provincial Department of Agriculture has just issued a bulletin, giving, among other information, the state of the crops, from which it seems that the island has been blessed with a bountiful harvest. Taking an average crop at 100, the crops for this year will be represented, says the bulletin, by the following figures: Hay 135, increase over last year 61; wheat 73, decrease 23; oats 110, decrease 18; barley 97, decrease 20; corn 98, increase 1; potatoes 123, increase 1; turnips 104, increase 2; apples 88, increase 23; cherries 103, increase 38; berries 100, increase 10. The live stock in the country is estimated as follows: Milk cows, 46,650; other cattle about 50,000; horses, 30,000; sheep, 72,000; pigs, 45,000. The pastures have not been better for a number of years, and the live stock are in excellent condition. The high price of dairy produce, together with good pastures, has led to a large increase in this industry. The amount of milk will be from one-quarter to one-half more than last year. Very few dairy cattle are being offered for sale, and these are bringing fancy prices. Farm help is reported scarce, but wages are unchanged. From 80 cents to $1 per day, or from $12 to $18 per month and board, are the standard rates.

MANITOBA.

Winnipeg.—On the amended Dominion Lands Act becoming operative there was a great rush in the seven districts affected by the Act. Approximately, 300,000,000 acres of odd numbered sections were opened for location. Many of the homesteads given away free are worth from $6 to $10,000.

——The Winnipeg Grain Exchange has been opened for business in the handsome new building in Lombard Street, which was erected at a cost of $500,000

Brandon.—The Hon. Clifford Sifton has stated that he is willing to again accept the Liberal nomination for Brandon.

——The new collegiate school has been formally opened. Hundreds of citizens visited the new building, which cost over $80,000, and is considered the most modern school of its kind in Canada. The Hon. G. R. Coldwell, Minister of Education, was the principal speaker, and during his remarks stated that his department would give annually $200 per room for every school that taught manual training.

Virden.—It is understood that Lieut.-Colonel E. A. C. Hosmer, a large farmer and well-known military man, is to be appointed a member of the Advisory Board of the Provincial Agricultural College in the place of the late Mr. Walter Lynch.

SASKATCHEWAN.

Regina.—The Regina Collegiate Institute was the pioneer institution of its kind in the province, and is, in fact, one of the only two in Saskatchewan, the other being located at Moose Jaw. The high schools of these two cities are the only ones in the province which as yet have been able to qualify under the regulations of the Department of Education to be raised to the rank of collegiate institutes. The history of Regina High School, or Collegiate Institute, as it should now be called, has been marked by a steady advance in equipment and efficiency, and next year will see it housed in the handsome building now under construction on Scarth Street, south of the hospital, and looking towards the Parliament buildings site. The institution has a teaching staff of five well-equipped educationists and 128 students, an increase from 49 in 1904-05.

Saskatoon.—Mr. Dalrymple, freight traffic manager of the Grand Trunk Pacific, speaking of the company's telegraph system, said that instructions have been given to open at Saskatoon for commercial business as quickly as possible. It is the intention to carry on the commercial telegraph as one of the important branches, and it will bear the name of the railroad company.

Yorkton.—A by-law is to be prepared for the sale of $70,000 waterworks and sewer debentures to build the necessary extension to the present system.

ALBERTA.

Edmonton.—A rush of settlers for homesteads, unprecedented in the history of the country, took place at the Dominion Land Office, when the new homestead regulations came into force. Over 200 men stood in a line, all anxious to be the first to file on the particular homesteads desired. Steel Murdock, a tinsmith of Edmonton, was first in the line; next came a sturdy settler from Athabasca Landing, with the mud of the trail still on his garments; the third was a Yankee from San Francisco.

——In response to a petition presented some time ago to the Hon. W. T. Finlay, Minister of Agriculture for Alberta, a provincial poultry plant is being established in the city of Edmonton. Ten acres of most suitable ground has been leased for a term of years for this purpose, and a modern up-to-date breeding-house is being erected, with a capacity of from 300 to 500 birds, to be added to as conditions require.

——The *Courrier de l'Ouest*, of Edmonton, publishes an open letter from the Rev. Father Lacombe, the veteran North-West missionary, who makes a strong appeal to the people of Alberta and Saskatchewan in behalf of an asylum and orphanage which he proposes to open. His plan is to establish the proposed home on a large farm, and as the establishment would be open to all nationalities, he calls upon the railway companies that run through the land, upon the two local governments, and upon the people to contribute liberally.

Calgary.—The Albertan Portland Cement works announces that it has practically completed plans for the doubling of their plant. Their buildings are practically large enough as they stand. Where necessary machinery has been procured. The company's output will be doubled, and will then be 3,000 barrels per day.

BRITISH COLUMBIA.

Victoria.—Returns in the Customs Department at this port show that the total of duties collected in the month of August this year was the greatest since last October. The amount was $103,440, against $78,816 in the preceding month of July, and $100,464 in August, 1907. Revenue from incoming Chinese fell off considerably during the month. The total value of imports last month was $376,332, of which $58,779 represented free goods and $317,553 dutiable.

——The Provincial Government has contributed $1,000 in aid of a hospital now being built at Queen Charlotte, a new townsite located on Skidegate Inlet, Graham Island, of the Queen Charlotte group. It will also give $300 a year as salary to the physician in charge.

——A $20,000 plant for the manufacture of white lead will be erected by Mr. F. W. Morris, of this city.

——Tenders are expected to be taken shortly for two pumps for the high-pressure salt-water system of fire protection. The pumps will be duplicates, one for operation by steam and the other by electricity, and will have a capacity of 4,000,000 gailons each per twenty-four hours, or 2,600 gallons per minute.

Vancouver.—The total Custom House receipts for the month of August are approximately $265,138. Included in these figures is the sum of $29,156 collected from the Chinese. Last month the receipts amounted to $344,062, but included in this total was the sum of $122,128 from the Chinese. Excluding this tax from both returns, the actual merchandise collections amount for this month is $235,982, and for July to $221,934, a gain for August of $14,047. In August of last year the collections amounted to $323,976, of which $48,168 was for Chinese, or a merchandise total of $275,808.

——A discovery of what is reported to be remarkaby fine clay for brickmaking has been made at the mouth of McNab Creek on Howe Sound, immediately to the north of Gambier Island, B.C. Mr. A. B. Bettes, of Vancouver, is making arrangements to establish a large brickmaking plant at that point.

Prince Rupert.—An agreement, signed by the Lieutenant-Governor on behalf of the Provincial Board and by the representative of the Grand Trunk Pacific on behalf of the railway, has disposed of all the outstanding differences with respect to the townsite of Prince Rupert between the Government and the Railway Corporation. The water frontage is in all 28,500 feet. The Government by the original agreement gets 8,500 feet of this. By the agreement now consummated this is divided into strips of unequal length, ranging from 1,000 to 3,000 feet, and located at points which, in the opinion of the Government engineers, will be of strategic importance with the development of the northern city. The railway obtains all the land it requires for terminal purposes, but concedes to the Government twenty-three acres in other parts of the townsite for the surplus of land they receive *en bloc*.

Rossland.—The Hon. William Templeman, Dominion Minister of Mines, visiting the Mining Districts of this province recently at Trail. While at Rossland he visited the Le Roi, Centre Star, Le Ro No. 2, and other mines. He subsequently met the representatives of the mining interests in this locality, and discussed matters relating to the industry. He subsequently left for the Boundary district to visit Grand Forks, Phœnix, and Greenwood.

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Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents.

COBALT.

Shipments of ore from the Cobalt mines for the week ending September 5 were as follow:—

	lbs.
Coniagas	64,700
Drummond	302,490
Kerr Lake	82,200
La Rose	255,700
Nipissing	187,910
Nova Scotia	40,500
O'Brien	189,000
Trethewey	120,310
Chambers-Ferland	61,650
Total	1,304,460 (652 tons).

The shipments from the camp for the month of August exceeded those of July, which were the heaviest month's shipments ever made from the camp. While the shipments for the month of August have not been officially anounced by the T. and N.O. Railway Commission as yet, it may be taken as correct that the total was 4,806,710 lbs., or 2,405 tons. The shipments for 1908 are 14,133.61 tons, whereas during 1907 up to the end of August only 8,945.45 tons were shipped out, showing the present year to be 5,138.16 tons ahead of last year at the same date, and within 695.05 of the total shipments for the year 1907, when 14,828.66 tons were shipped from the camp. The shipments from the La Rose are the greatest feature of the camp's production at present, that property's shipments for the past month being 135 tons more than the output of the mine for the first eight months of 1907. Up to the end of August, 1907, La Rose had sent out but 516 tons, whereas the shipments for August were 651 tons.

A preliminary statement has been handed out by La Rose management showing the net profits for the months of June and July in excess of operating expenses of over $200,000. The high-grade ore taken from the property averages 2,680 ounces of silver to the ton, and the dumps which were shipped last year averagd 138 ounces silver to the ton. Vein No. 3, which crosses the main vein, has been traced 800 feet on the surface, and 100 feet of this is left undisturbed, averaging from 2 to 10 inches of solid silver. This is considered the longest silver exposure in the world. The drift in this vein shows almost solid native silver, averaging 5,600 ounces silver to the ton. Another one of La Rose veins which is worthy of particular mention is the McDonald vein, which also crosses the main vein, and is a continuation of the O'Brien vein, which, on the O'Brien property, has been worked to a depth of over 300 feet, where a large quantity of good milling ore is being produced in addition to a considerable amount of high-grade ore, which will run 3,000 ounces silver to the ton. No. 10 tunnel, which is headed easterly into the big bluff to the north of La Rose lot, is in nearly 200 feet, and some fine ore is being taken out.

Mr. F. C. Salter, European Passenger Agent of the Grand Trunk Railway, recently issued the following statement:—"A little south-west of Cobalt, some thirty miles west of the Temiskaming and Northern Ontario Railway, where the line crosses the Montreal River—on the banks of that stream, in fact—there are some promising prospects. This section has been worked for a year or more. The ore is similar in character to that of Cobalt. Conservative men, who have been prospecting there believe that this new camp will rival Cobalt, the richness of which has been demonstrated.

THE YUKON.

The report for the past fiscal year of the Commissioner of the Yukon territory tells again of the disappearance of the independent miner working on his own account, and of the growth of the company with extensive machinery and large capital as the chief gold producer. The output of gold in the twelve months is given as 189,011 ounces, which, at $15 an ounce, the value fixed for royalty purposes, represented $2.820,000. The individual miner is still to the fore in some places, and took out gold on Dominion, Sulphur, Quartz, and Eureka creeks, with, it is understood, good results, and new discoveries were made on Blackhills and Little Blanche creeks. The hope of the country rests with the dredging and hydraulicing works. One company with seven dredges at work or under way has created over seventeen miles of ditches and four miles of flumes, with twelve and a-half miles of piping to convey the water across a valley and up to the level where it can be used. A dam on Bonanza creek will store 350,000,000 gallons of water, and other extensive works have been completed or are under way to supply electric power as well as water for the machinery. There are seven extensive companies behind the works in question.

ROSSLAND.

Ore shipments were as follow during the week ending September 5:—

	Tons.
Mine Centre Stai	3,348
Le Roi	1,628
Le Roi No. 2	542
Evening Star	31
St. Elmo	30
Total	5,579

BOUNDARY.

Shipments of ore from this district were as follows during the week ending September 5:

	Tons.
Granby	13,741
Mother Lode	10,363
Mine Oro	3,120
Snowshoe	720
Mountain Rose	60
Total	28,004

SLOCAN-KOOTENAY.

During the week ending September 9 shipments were as follows:—

	Tons.
St. Eugene	655
Whitewater (milled)	280
Granite (milled)	250
Queen (milled)	185
North Star	292
Whitewater	72
Richmond	56
Arlington Erie	25
Standard	24
Rambler-Cariboo	40
Ruth	60
Hewitt	23
Reco	24
Montezuma	20
Golden Grant	18
Ottawa	11
Total	21,035

SMELTER RECEIPTS.

The following were the amounts of ore received at the smelters during the week ending September 5:—

	Tons.
Grand Forks	13,741
Greenwood	13,483
Boundary Falls	60
Trail	6,991
Northport (Le Roi)	1,759
Total	36,034

MINING OUTPUTS.

Camp Bird.—For August:—The mill ran thirty days and crushed 6,748 tons of ore (dry weight), yielding 7,388 ozs. of bullion, and approximately 411 tons of concentrates. Amounts received from sales of product as follows:—Bullion (including cyanide bullion), $121,669; concentrates (396 tons), $25,892; less expenses (including development and transportation and treatment of product) $46,360, leaving $101,201, or £20,738, less London expenses of £300; balance applicable to profit, £20,438.

Crow's Nest Pass Coal Co., Ltd.—The output for the week ending September 11 was 15,016 tons; daily average, 3,003 tons. All collieries idle Labour Day.

REAL ESTATE NOTES.

NEW TOWNSITES ON THE C.N.R.

Mr. T. S. Darling, Winnipeg, who is manager of the townsite department of the Canadian Northern Railway, announces that Kipling will be the only divisional point between Brandon and Regina, and will cover 640 acres. Stations will be located at the following distances, the mileage being given from Brandon: 15, 23, 25, 46 (Scarth), 53, 57, 59, 66, 75, 82 (Fairlight), 88, 104, 112 (Langbank), 120, 127 (Kipling, divisional point), 134 (Dalzell), 139 (Carlsburg), 145, 152 (Kendal), 158, 167 (Montmartre), 174, 183, 191, 197 and 206.

The Goose Lake line is making rapid progress, and the track is laid as far as Delisle, 27 miles from Saskatoon. Fifty miles of the line will be utilised this fall for the hauling out of grain. New towns are being established at intervals of seven miles.

The Dalmeny line, which is also nearing completion, runs for 35 miles into the heart of the Rosthern district, tapping fine agricultural land, and new towns will soon be marking the course of the line. The new town of Laird has been surveyed. It is named after the Hon. David Laird, first governor of the North-west Territories, and marks the site of one of the first Indian treaties made by Mr. Laird while Indian commissioner.

Montreal.—The piece of land at the south-west corner of Prince Arthur and St. Lawrence Streets was sold by auction. The plot measured 102ft. by 78ft., and was bought at the rate of $1.91 per foot.

Toronto.—A block of land on the east side of Jarvis Street, 100ft. by about 150ft., and lying north of Wellesley Street, has been purchased for $100 per foot, and work will begin immediately on the erection of a fine apartment house on the site.

A sale of 510ft. of land on Symington Avenue has been made, the average price paid being fifteen dollars a foot.

A building to cost over $30,000 is about to be erected on the east side of Yonge Street, north of the corner of Bloor Street and next door to the Traders Bank branch.

The property was purchased nearly three years ago from Mr. Frank Gray by a party, of which Mr. S. T. Sutton is the head. It is 58ft. by 120ft., and is valued at $25,000.

Winnipeg.—The present season has seen a great deal of building in residential sections in the western part of the city. A large number of moderately priced houses have been built by contractors for sale. There have also been a large number of medium priced residences purchased in the district south of St. James Park this year. These houses run from eight to twelve rooms, and their architectural lines are planned to make the appearance of those new streets very pleasing. Farther west, beyond the city limits, many summer residences, bungalows, and cottages have gone up this summer. South of Portage Avenue and along the river bank seem to be the most popular spots for these buildings, and the development is really remarkable there.

Portage la Prairie.—The annual tax sale of city property took place on August 31, when about 80 parcels were sold. The competition was very strong, and bids were above the amount of the taxes for which they were sold. This fact speaks highly for the healthy state of real estate in this city.

Calgary.—Work will be resumed very shortly on the Y.M.C.A. building, which is to cost about $90,000, a large portion of which has been subscribed. Already $20,000 has been spent.

Victoria.—An encouraging sign of the city's progress lies in the fact that the building permits for August were the largest of any month this year, being $129,770, as against $128,600 for April, the next highest month. The month's returns carry the figures for the year over the three-quarters of a million mark, the exact figures for the eight months being $756,620.

These figures apply only to the city and do not take in the extensive operation in the outlying sections, Oak Bay, Esquimalt, and Saanich, which in all but name form part of the city. If the building figures for these places were included they would very materially increase the total.

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Railways, Shipping, and Commerce.

RAILWAYS.

The Canadian Board of Railway Commissioners has issued an Order amending its Order of last year with respect to the fitting of fire extinguishers in every passenger coach. After hearing the representations of the railway companies the Board have decided that one fire extinguisher to each coach will be sufficient, instead of two, as provided in the original Order.

As the result of an inspection recently made by Mr. W. A. Moore, Director and Secretary of the Quebec and Lake St. John Railway branch of the Canadian Northern Railway system, Mr. Spaidal, General Superintendent, and Mr. H. K. Wickstead, Chief Engineer, surveys will be made for an extension from Roberval to St. Felicien in the Chibogomo mining district of the province of Quebec.

The route of the Grand Trunk Pacific through British Columbia is to be amended. The main line as now finally located will run across the country due west from Grand Rapids, on the south fork of the Fraser River, to Fort George, on the main river. Mr. Kelliher, C.E., stated in Vancouver that the new route across the country will not only effect a great saving in distance, but will afford better gradients than by the route originally surveyed. The cut-off traverses the Bear River district, where valuable coal seams were located last year.

SHIPPING.

The Canadian Pacific Railway freight steamship *Lake Michigan*, en route from Montreal to London, went ashore near Margate on September 11, but was got off without serious damage.

Captain Boothby, who was in charge of the steamship *Mount Temple*, of the Canadian Pacific Railway line, when she went ashore on Iron Bound Island, off the coast of Nova Scotia last autumn, has given up command of the vessel, and his place has been filled by Captain Griffiths. Both these captains are among the best known navigators plying on the Canadian route.

The twin screw SS. *Princess Charlotte*, of 3,600 tons, built by the Fairfield Company for the Pacific Coast service of the C.P.R., completed her trial trips on the Clyde last week, when she attained a speed of 20 knots.

The Dominion Government will provide better facilities for the shipment of grain from the port of St. John during the winter when navigation via the St. Lawrence to Montreal is closed.

The Canadian-Mexican Pacific Steamship line is now running freight and passenger steamers from British Columbia ports to Salina Cruz, the Pacific terminus of the new Tehuantepec railway route from the Atlantic coast of Mexico. The actual haul by rail across the Isthmus of Tehuantepec from Salina Cruz to Puerto Mexico only takes half a day; from Puerto Mexico there are numerous fast direct steamers to Europe.

Salina Cruz will possess one of the finest dry docks in the world, and the largest on the Pacific Coast. It is 610 by 89 feet, with a depth on sill at low water of 28 feet.

The Turbine Steamship Company of Hamilton, which operates the steamship *Turbinia*, which was built in England, is in negotiation with Mr. John W. Sorell, manager of the new Toronto ship yards, with a view to having a ship built for next year's business, 200 feet long and 30 feet beam. The speed of the new boat to be about 16 knots.

TRADE PERSONALIA.

Mr. May, the chief of the export department of Messrs. Copestake, Crampton, and Co., Ltd., is at present on a business visit to Canada.

Mr. W. C. Robertson, Director of the British Chamber of Commerce in Paris, and its President in 1898, 1901, and 1902, has been created a Knight of the Legion of Honour in recognition of the services which he has rendered to Anglo-French Trade and to the *Entente Cordiale* movement.

GROWING IMPORTANCE OF PORT OF MONTREAL.

The Harbour Commissioners of Montreal are conducting a very energetic policy, not only in improving the facilities of the port for handling its growing traffic, but also in advertising its advantages to shippers from the great grain centres of the American as well as of the Canadian west.

Taking advantage of an invitation received from Mr. F. W. Morse, general manager of the Grand Trunk Pacific Railway, Mr. G. W. Stephens, chairman of the commission, with his colleague, Mr. C. C. Ballantyne, accompanied that gentleman to Chicago, Duluth, Minneapolis and Winnipeg, returning via the Canadian Pacific Railway to Fort William and Port Arthur, and thence to Montreal, covering a distance of 3,500 miles. The transportation managers of the large Chicago packing houses were interviewed with reference to increasing their shipments by way of Montreal. After meeting personally the men who have the routing of this business, the Harbour Commissioners are convinced that Montreal may command an ever-increasing share of it. Montreal is preferred by the grain shipper because there are less annoying restrictions put upon the trade, better despatch is given, and lower rates than any other route; likewise by the packing interests because with the redistribution of rail at the Montreal harbour terminals direct shipment from car to ship through the sheds is possible, without intermediary handling, and the St. Lawrence route itself is favoured for perishable products on account of its cooler temperature.

In Minneapolis the Montreal Harbour Commissioners were told that the centre of western grain activity would soon be transferred from Minneapolis to Winnipeg and from Duluth to Fort William.

That Montreal is growing in favour as a grain port was everywhere in evidence. One shipper stated that last year he sent 2,000,000 by Montreal, 300,000 by Portland, and 164,000 by Buffalo, giving as his reason that it is handier to ship through Montreal than any other North Atlantic port.

The Elevators at Fort William.

During their tour the Commissioners visited the great Canadian lake ports of Fort William and Port Arthur. In 1903 the population of the former city was only 4,000, now it is 17,000. The extent of deep water harbour frontage, the number and nature of the manufactories and public buildings, all point to a great fortune for the lake ports.

The grain elevators at Fort William and Port Arthur are the largest and best equipped on the continent, and the total elevator capacity of both cities is now nearly 25,000,000 bushels.

LOWER RATES OF INSURANCE.

In a recent speech the Hon. L. P. Brodeur, Minister of Marine, claimed that the improvements made in the widening, deepening, lighting and buoying of the St. Lawrence ship channel between Montreal and the sea had resulted in a considerable lowering of the rates of maritime insurance; he quoted figures as follows to prove his statements:—

Year.	Butter, cheese, and goods, Per $100.	Grain, Per $100.
1900	84½	99
1901	63½	78
1902	55½	78
1903	49	56
1904	43	50
1905	37	41
1906	45	45
1907	38	38

which amounts to a reduction of 5½ per cent. on the goods mentioned in the first category and of 60 per cent. on grain.

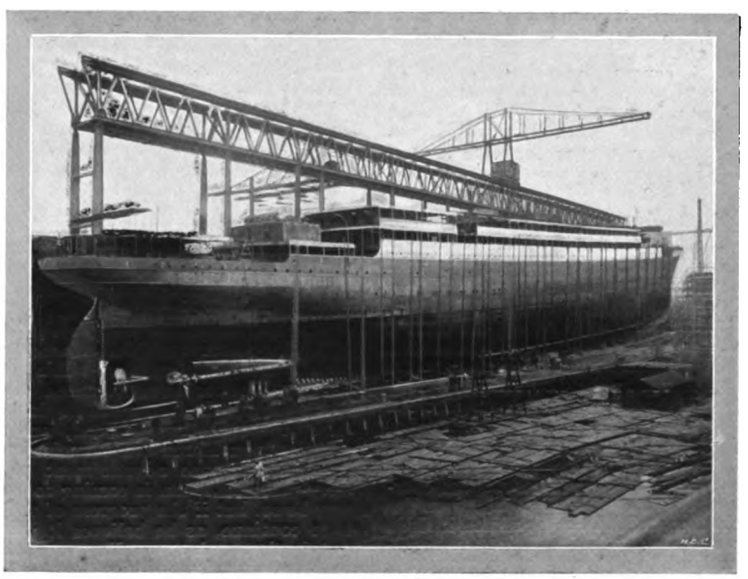
WORK ON THE TRENT CANAL.

The Hon. G. P. Graham, Minister of Railways, has recently made an inspection tour along the route of the canal.

For twelve years now the work of the Trent Canal has been proceeding unobtrusively, although some ceremony marked the opening of the immense lift locks at Peterborough and Kirkfield. At the present time there is over six feet of navigable waterway from Lake Simcoe to Hastings. In the sills of the locks there is eight and one-third feet of water. With the summer nearly over there is plenty of water in the places the critics said there would be little. In the neighbourhood of $5,000,000 has been expended so far.

This year one million dollars' worth of work is being done. Authorities roughly compute that if the same appropriations were made by the Government each year the entire canal might be finished in five years. Then western wheat can be placed in barges at some point on the Georgian Bay and carried through to the ocean ports.

By a wonderful system of locks the 360ft. difference in the levels of Georgian Bay and Lake Ontario is overcome. Balsam Lake, which of itself forms a portion of the canal system, is 600ft. above the sea level and 200ft. above Georgian Bay. That is, barges leaving Georgian Bay have to be lifted 200ft. before getting over the height of land to reach the lower level of Lake Ontario. A few facts regarding the locks themselves tell more of what the canal will be capable of doing. The old locks are 134ft. long, and the new ones 175ft. The width between the sills is 33ft., and the shorter locks can be lengthened if necessary.



THE WHITE STAR-DOMINION S.S. "LAURENTIC,"

which will be the largest steamship on the Canadian route, and the pioneer large steamship to be propelled by both turbine and reciprocating engines. Photographed while on the stocks in the shipyards of Messrs. Harland & Wolff, Belfast.

[Published by courtesy of *Syren and Shipping*.

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Trade and Business.

TRADE NOTES.

[*Canadian Patent Agents handling valuable Inventions which they consider will be of use in Great Britain should communicate with us.*]

In a recent speech the Hon. W. S. Fielding, Minister of Finance, said: "Canada stands third among the commercial nations of the world in her 'per capita' trade. Belgium comes first, with a population of 7,168,816, and a 'per capita' trade of $178.27. Great Britain comes next, with 44,100,231 people, and a 'per capita' trade of $118.28, while Canada is third, with a population of about 6,800,000, and a 'per capita' trade of $88.07."

Ontario lumbermen have decided to reduce the cut of lumber in the bush during the coming winter by 50 to 75 per cent., on account of stagnation in the trade and American competition in Canadian markets.

The Customs revenue of the Dominion for August has amounted to $4,376,046, which is a decrease of $1,267,357 from last year, betokening a very large shrinkage in the import trade as compared with last summer. For the five months of the current fiscal year, which opened in April, the Customs receipts have been $18,834,791, a decline of $7,374,306 from last year

Referring to the effect of the new Patents and Designs Act, a representative of the Toronto firm of Massey-Harris, Ltd., which are large exporters of agricultural machinery, said: "We have looked pretty well into the question, and it will not be necessary for us to have a plant in England. We can comply with the provisions of the Act by incorporating a new company, the officials of which will be residents of England, and taking out new patents on our various mechanical devices. These patents will be then assigned to the English company. Of course, to do that any Canadian company will need to have a large English trade, or the expense would not be warranted."

The Tuckett Tobacco Company, of Hamilton, Ontario, manufacturers of the celebrated "T. and B." brand, announce an increase in the price of tobacco, claiming that it was compelled to do so because the McDonald Company, of Montreal, had increased its price 11 cents per pound. Hereafter three cents more per pound will be charged for cut tobacco and five cents for plug tobacco.

At the annual meeting of the Dominion Millers' Association the secretary, Mr. C. B. Watts, submitted the following, showing the cost of providing 100 barrels of flour: Advertising, 25c.; insurance, $3.07; interest on money invested, $6.54; heating mill, 24c.; oil, 26c.; office, $3.46; power, $2.67; repairs, $2.27; depreciation on mill, $2.35; taxes, $1.07; travelling, 48c.; teaming, $3.98; wages, $17.96; total, $44.60. The new officers of the Milling Association are: Mr. A. C. McLeod, Stratford, president; treasurer, Mr. C. B. Watts, Toronto.

The seventh congress of the Chambers of Commerce of the Empire will assemble at Sydney, Australia, on September 14 next year. Many of the British delegates intend either to go or return by the Canadian route.

CANADA AND AUSTRALIA.

Mr. D. H. Ross, Canadian Trade Commissioner in Melbourne, Australia, who is now making a tour of Canada, stated in an interview at Toronto that before he left Melbourne he had an interview with the Hon. Alfred Deakin, the Premier of the Commonwealth, who informed him that the Canadian proposals would be considered by the Government during the recess, and that he was in hopes that the Commonwealth would be able to enter into an agreement with Canada before the end of the year.

Mr. Ross said some Canadian firms are energetically pushing their business in Australia The principal exports of the Dominion include such lines as "news" and wall papers, agricultural implements and machinery, furniture, desks, chairs, shelf hardware, dry goods, shoes, rubber goods, and lumber. There is a steady increase, especially in the imports from manufacturers in the province of Ontario.

ANSWERS TO TRADE CORRESPONDENTS.

C. E. B. (DUDLEY).—The official returns (gross tonnage) of coal produced in the province of British Columbia in 1907 are as follows:—

	Tons of 2,240 lbs.
Wellington Colliery Co.	824,138
Western Fuel Co.	504,292
Several small mines	3,579
Total for Vancouver Island	1,332,009
	Tons of 2,240 lbs.
Crow's Nest Pass Coal Co.	876,731
Nicola Valley C. and C. Co.	10,868
Total for mainland	887,599

The aggregate gross production for 1907 was, therefore, 2,219,608 long tons, of which 60 per cent. was produced by Vancouver Island mines.

CANADIAN BUYERS IN ENGLAND.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

W. Guthrie (S. F. McKinnon and Co., Ltd., Toronto)—36, Milk Street, E.C.
E. St. Pierre (Thibaudeau Bros. and Co., Quebec)—22, Basinghall Street, E.C.
J. E. Edgett (Manchester, Robertson, Allison, Ltd., St. John, N.B.)—2, Milk Street, E.C.
R. C. Struthers (R. C. Struthers and Co., London, Ont.)—Holborn Viaduct Hotel.
W. T. Minnes (Macrae and Minnes, Kingston, Ont.)—Holborn Viaduct Hotel.

MANCHESTER.

Geo. H. Stewart (Stobart, Sons, and Co., Ltd., Winnipeg) Midland Hotel.
J. A. Renauld (Garneau, Ltd., Quebec)—Midland Hotel.
N. Paulet (A. Racine and Co., Montreal)—Midland Hotel.
J. M. Murphy (J. and M. Murphy, Halifax, N.S.)—Midland Hotel.

TRADE PROSPECTS WITH JAPAN.

Mr. W. T. R. Preston, Canadian Trade Commissioner for Japan, China, and Korea, in a recent report to the Department of Trade and Commerce at Ottawa, expresses the opinion that the next twenty years will see greater changes in the habits and customs of the Japanese than have taken place in the last two decades, and that in a quarter of a century there is likely to be as great a demand in Japan for outside food supplies as now exists in the United Kingdom. This opinion is based on personal observations in various parts of the Japanese empire during the past twelve months, and Mr. Preston urges upon Canadian exporters the importance of cultivating this great and growing market which Canada is so well situated to serve. The wheat and flour produced in Japan is insufficient to meet the local requirements, whilst the demand for flour for the manufacture of bread and cakes is steadily on the increase. In the importation of flour into Japan the United States stands first on the list with shipments last year of 154,211,304 pounds. Canada holds second place, and would have a larger sale but for its higher prices. The education of the Japanese to the marked difference between bread which is manufactured from an inferior quality of flour, and that which is supplied by the use of the Canadian product is going to make it impossible, within five years, for the flour millers to satisfy the public taste for good bread unless Canadian wheat is used in the manufacture of flour, or Canadian flour is at least mixed with the poorer qualities of wheat imported from other quarters for milling purposes. Some pessimists have ventured the opinion that Japan will soon cease to import either flour or wheat from abroad, and draw its supplies from Korea and Manchuria. If, Mr. Preston says, the advancement of the past forty years in Japan is coming to an end this may be so, but if the progress of the Japanese is to continue, as he believes it will, it is as certain that each succeeding year will witness an increasing demand for the food products of the West. If Canadians are to secure this trade they must take advantage of the geographical proximity of the Dominion to Japanese ports.

Canadian Government TRADE COMMISSIONER SERVICE IN GREAT BRITAIN.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in Great Britain:—

———— Room 39 and 40, Centra House, Birmingham.

J. B. JACKSON, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Sun Buildings, Clare Street, Bristol.

Commissioners and Agencies have also been established in various other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

Japan, China, and Corea—
W. T. R. PRESTON, Club Hotel, Yokohama.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

China—
ALEX. MACLEAN, c/o H.B.M. Consul-General, Shanghai, China.

Mexico—
A. W. DONLY, Rebeldes No. 6. Mexico, D.F., Mexico

Newfoundland—
E. D. ARNAUD, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

West Indies—
E. H. S. FLOOD, Barbadoes.
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada to British and Foreign Importers or Exporters without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

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SHIPPING NEWS.

SAILINGS.

ALLAN LINE.—From Liverpool to Quebec and Montreal:—
October 1.—S.S. *Corsican.*
October 9.—R.M.S. *Virginian.*
October 15.—S.S. *Tunisian.*
October 23.—R.M.S. *Victorian.*
From Glasgow to Quebec and Montreal:—
October 3.—S.S. *Pretorian.*
October 10.—S.S. *Hesperian.*
From London to Quebec and Montreal:—
October 1.—S.S. *Sardinian.*
October 10.—S.S. *Hungarian.*
DOMINION LINE.—From Liverpool to Quebec and Montreal:—
October 8.—S.S. *Dominion.*
October 15.—S.S. *Southwark.*
October 22.—S.S. *Kensington.*

CANADIANS IN LONDON.

The following Canadians have registered at the High Commissioner's Office, at 17, Victoria Street:—
Mr. and Mrs., Charles E., and Miss Ethel Stone, Toronto—Curzon Hotel.
Mrs. Geo. B. Ramsey, Quebec.
Mr. J. Lowe and Miss E. F. Brodie, Toronto—Berners' Hotel.
Captain and Mrs. H. B. D. Campbell, Quebec—32, York Street.
Mr. David Maclaren, Ottawa—University Hotel.
Mr. and Mrs. J. E. Gravelle, Hull, P.Q.—Hotel Great Central.
W. F. Robinson, Winnipeg—Bloomsbury Mansions.
Mr. and Mrs. Alexander and Miss Ethel Niven, Toronto—13, Stanley Crescent, W.
R. J. Wicksteed, Ottawa—47, Bessborough Gardens.
Mr. Jno. Kay, Vancouver—12, Montague Street.
M. Porteous, Toronto—2, Granville Place.
Mr. Thos. McPherson, Stratford—Royal United Hospital.
Mr. and Mrs. T. H. White, Toronto—2, Granville Place.
W. J. Gage, Toronto—20, Queenhithe Street.
Mr. and Mrs. J. J. and Miss M. E. Steele, Dundas—Star Inn, Worcester.
Miss J. Niven, Toronto—19, Granville Place.
Miss J. Daise Stewart and Miss Julie Somerville, Hamilton—19, Granville Place.
T. Prefontaine, Montreal—Hotel Cecil.
Oliver Decarit and L. Lemieux Asch, Montreal—31, Bedford Place.
Jessie J. Hills, Toronto—Hainault, Erith.
R. W. Hicks, Toronto—12, Bryanston Street.
Emile Lucas, Ottawa—Hotel Cecil.
J. McNabb, Ottawa—12, Bryanston Street.
Kate L. Meen, Jessie J. Hills, Hulda Westman, Emily Eagle, Diana E. Munro, R. M. Church, and A. A. Harding, Toronto—19, Granville Place.
Mr. and Mrs. Alex. Park, Toronto—39, Bedford Place.
Nettie T. Greig and Hazell McCallum, Montreal—19, Bedford Place.
Annie E. Cullen and M. Grace Bristol, Faculty of Education, Toronto University—19, Bedford Place.
Mr. and Mrs. and Miss Macdonald, Toronto and Dawson—58, Bloomsbury Street.
G. M. Blanch, Hamilton—Artillery Mansions, S.W.
Sir Alex., Lady, Miss and Mr. Alex. Lacoste, Montreal.
T. B. Winter, Toronto—Broomfield, Caterham.
H. and C. E. Crowe, Truro—1 and 2, Bedford Place.
C. P. Cameron, Sydney, N.S.—Hotel Cecil.
Duncan and Angus Cameron, Sackville—2, Bedford Place.
T. E. Northey, Toronto—12, Gordon Place, W.C.
Mr. Charles W. M. Leay, London, Ont.—12, Gordon Place, W.C.
M. Thornton—Grand Hotel.

London improvements include the demolition of Wych Street, Strand, so long occupied by Mr. C. A. G. Browne's Advertising Agency, and terms having now been arranged with the London County Council, Mr. Browne has removed to new offices, "Wych Street House," No. 20, Wellington Street, Strand, W.C.

ANSWERS TO CORRESPONDENTS.

Replies to Queries from Correspondents are not made by letter except in very exceptional cases. Copies should be kept of all letters of inquiry, and each question should be numbered. Letters, which should be addressed "Financial Editor," should be accompanied by the Special Coupon to be found in another part of this issue.

C. T. P. (Swindon).—Write to G. A. Shaw, Esq., traffic manager, Canadian Northern Railway, Winnipeg; J. E. Dalrymple, Esq., assistant freight traffic manager, Grand Trunk Pacific Railway, Winnipeg.

S. M. Y. (Southsea).—There is at present no demand for chemists and druggists in Winnipeg, so far as can be ascertained. The average wages paid to graduate clerks is from $75 to $120 per month; experienced clerks (not graduates) are paid from $40 to $75 per month. Towns are springing into existence all over western Canada which will create a demand. If you have a little capital the prospect for investment is excellent, but should advise your taking a subordinate position to gain local experience first.

A. T. (Brighton).—The National Park at Banff, Alberta, is the largest in Canada, with an area of about 6,000 square miles. The extent of the National Military Park at Gettysburg, U.S.A., is 800 acres, and Canada's Battlefield Park, at Quebec, will not be much more than half as large. High Park, Toronto, contains 375 acres; Stanley Park, Vancouver, 130 acres; Point Pleasant Park, Halifax, 90 acres; and Rockwood Park, St. John, N.B., one of the largest, if not the largest of civic parks in Canada, is about 700 acres.

C. A. E. (Bristol).—The *Manitoba Free Press* in Winnipeg; the *Colonist* in Victoria; and the *Star* in Montreal.

G. J. W. (Cambridge).—Huntsville, a station on the Grand Trunk Railway, 145 miles north of Toronto, is the nearest point for the Lake of Bays district.

E. C. (Newcastle).—Address the Dominion Coal Company, Sydney, Nova Scotia. There are other collieries at Glace Bay, Londonderry, and other places in the province.

A HAZARDOUS EXPERIMENT.

The City of Winnipeg recently made a series of tests as to the qualities of several street car fenders, all of which were the invention of Canadians. Mr. B. B. Jenkins, of Toronto, was the successful competitor. He gave a practical proof of absolute faith in the efficiency of his invention by stretching himself across the street railway track before a car approaching at a rapid rate. In describing the occurrence the *Manitoba Free Press* says:—"While the spectators' hair rose the trigger of the appliance struck the prostrate inventor, and the fender dropped, picking him up neatly and cleanly, and throwing him with some force out of harm's way upon its spacious table. A moment later Jenkins' son, with white face, pulled his father from the fender and made him promise not to repeat the experiment. This is the third time that Jenkins has demonstrated his confidence in his handiwork. Once in Montreal and once in Toronto he did the same thing, and early in the spring his family, it is said, had a policeman present at the tests in Toronto to restrain him from trying it again there." It may be mentioned that the normal speed of the street cars in Canada is far higher than those in British cities. The fender exhibited by Mr. Watson, of Vancouver, was considered next in merit to the winner.

ENQUIRY COUPON.

"CANADA," No. 142, Sept. 26, 1908.

This coupon must be cut out and enclosed in any letter of enquiry.

Bond and Investment Brokers.

TORONTO—
G. A. STIMSON & CO., 16, King Street West.

9 & 8, PRINCES SQUARE, LONDON, W.
10 Minutes from Franco-British Exhibition.
Kensington Gardens. Queen's Road Stations. Elec. Light. Mod. Sanitation. Quiet. Best English Cooking. Sep. Tables. Telegrams, "Henbane, London. Telephone, Western 2703.
Inclusive Terms per Week, single, from £1 16s.
" " " double " £3 5s.

NEW ISSUE.

The SUBSCRIPTION LIST will CLOSE on or before Saturday, 26th September, 1908.

DOMINION OF CANADA.

CITY OF VICTORIA

(Province of British Columbia).

ISSUE of £150,800 4 per Cent. Sterling DEBENTURES of £100 each.
DUE 1933 and 1958.
ISSUE PRICE £98 10s. PER CENT.

The Debentures are for £100 each, payable, principal and interest, at the Bank of British North America, London.

Interest payable by Coupon half-yearly on the 21st January and 21st July. A Coupon for £1 1s. 5d., being interest at the rate of 4 per cent., calculated from the 15th of October up to the 21st January, 1909, will be attached to the Scrip.

Messrs. CHAPLIN, MILNE, GRENFELL, AND COMPANY, LIMITED, 6, Princes-street, London, E.C., on behalf of the purchasers, offer for subscription the above-mentioned Debentures at the price of £98 10s. per £100 Debenture, payable as follows:—

£ 5 0 0 on Application.
£93 10 0 on 15th October, 1908.

Total £98 10 0

The Debentures have been created under the provisions of The Municipal Clauses Act and Amending Acts of the Province of British Columbia and of By-laws numbered 546, 554, 555, 556, as amended by By-law No. 574 of the City of Victoria passed in pursuance thereof.

The By-laws make provision for a Sinking Fund sufficient to redeem the Debentures at maturity.

Each of the Debentures contains a provision reserving to the City of Victoria the right, in the event of any future consolidation of the debt of the City, to substitute for the Debentures now offered Consolidated Debt Debentures for the like amount, which shall contain the same covenants, conditions, and restrictions as are contained in the Debentures now offered, except that the substituted Debentures will in all cases be secured upon the credit of the City generally, instead of upon the rates and other assessments levied and imposed by the By-laws pursuant to which the Debentures now offered are created.

THE CITY OF VICTORIA, having an estimated population of 35,000, is the capital and seat of Government of British Columbia, and is the Pacific Gateway of the Dominion of Canada. Victoria is the first port entered by all steamships from Australia, Japan, China, and other Oriental countries, and is one of the best built cities in Canada. Apart from its prosperous residential population, the City is an important business centre, its coal, shipping, lumber, mining, sealing and fishing interests being considerable, while the development of the resources of Vancouver Island by the Canadian Pacific Railway Company bids fair to greatly increase the commercial activity of the City.

The industrial progress of the City is remarkable, as appears from the Customs returns made by the Board of Trade of the City of Victoria, which show that the imports and exports for 1906-1907 were $7,571,154, against $4,756,091 in the years 1905-1906, showing an increase of over 50 per cent.

The following information is furnished by the Comptroller to the City:—

	Par Exchange.
1. Rateable value for 1908	£4,113,553
2. Existing debt of the City, exclusive of present issue	£ 593,512
3. Estimated Revenue for 1908	£ 162,060
4. Rate of Taxation for 1908 is equivalent to 6d. in the £.	

The proceeds of the Debentures now offered are required for Waterworks, Fire Halls, Schools, and other Public Works.

The Debentures now offered will mature as to £32,700 in 1933 and as to £127,100 in 1958. So far as can conveniently be arranged, allotments will be so made that each applicant shall receive a rateable proportion of Debentures of each maturity, but no applicant will be entitled to claim Debentures of either maturity, all the Debentures being regarded for the purpose of this issue as identical.

Copies of the By-laws under which the Debentures are created can be inspected at the Offices of Messrs. Linklater and Co., 2, Bond Court, Walbrook, E.C., between the hours of 11 and 4, while the Subscription List remains open.

Applications must be made on the accompanying form, and should be lodged with Messrs. Chaplin, Milne, Grenfell, and Company, Limited, 6, Princes-street, London, E.C., together with a deposit of £5 for each £100 Debenture applied for.

Scrip Certificates to Bearer will be issued in exchange for Allotment Letters, after payment of the final instalment. Definitive Debentures will be issued in due course in exchange for fully paid Scrip.

Failure to pay the final instalment when due will render the payment on application liable to forfeiture.

In case of partial allotment, the balance of the deposit will be applied towards payment of the amount due on the 15th October, 1908.

Application will be made in due course for an official quotation of the Debentures on the London Stock Exchange.

Prospectuses and Application Forms may be obtained from Messrs. Chaplin, Milne, Grenfell, and Company, Limited, London, E.C., from the Canadian Agency, Limited, 6, Princes-street, London, E.C., or from Messrs. R. Nivison and Co., 76, Cornhill, London, E.C.

London, 23rd September, 1908.

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SASKATCHEWAN

Homes! Health! Happiness!

All may be yours in Saskatchewan. Substitute the artificial existence from which so little satisfaction is derivable for life under natural conditions.

At either grain-growing or stock-raising your abilities will be afforded abundant scope. In Saskatchewan the extent of your achievement in these vocations is limited to your experience and capital.

Ask for the pamphlet "SASKATCHEWAN," which may be obtained free from

J. OBED SMITH,
Asst.-Supt. of Emigration,
11-12, Charing Cross, London, S.W.

or

Branch "G,"
Dopartmont of Agriculture,
REGINA, SASKATCHEWAN.

PROVINCE OF NOVA SCOTIA

The nearest of the Canadian Provinces to Great Britain, invites enquiries regarding its exceptional advantages.

MINAS BASIN AND BLOMIDON.

The best Fruit Farms in Canada.	The most extensive of the Canadian Fishing Grounds.	The largest and best equipped Coal Mines in the Dominion.
Land for Sheep Raising unexcelled anywhere.	One of the best Non-sectarian School Systems in the World.	Numerous deposits of the highest priced Gold in the World—nearly £4 per ounce.

FOR ALL INFORMATION APPLY TO

JOHN HOWARD, Esq.,
Agent-General for Nova Scotia,
57a, Pall Mall, London.

OR

ARTHUR S. BARNSTEAD,
Secretary of Industries and Immigration,
Halifax, N.S.

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Canadian Finance.

(From Our Own Correspondent.) TORONTO.

Although there has been some falling-off in share-trading during the past week, the trading in the bond market has been the heaviest for a very considerable time. Bonds are being splendidly absorbed by investors, and it is said that one prominent firm alone has placed $1,500,000 during the past two months. Some idea of the increase in share business recently may be gauged from the fact that sales here for last week amounted to $22,250, which compares with less than $3,000 for the same week of last year and 5,168 for 1906. For this week the turn-over was considerably less than last week at $12,516. The features here have been Dominion Banks, Canadian General Electric, Lake of the Woods, Toronto Electric, and Nova Scotia Steel, which all show big gains. Montreal Power has been up to over 103. The recent advance in coal has not held, and Mackay, Mexican Power, "Soo" Common, and Toronto Railway stock have all reacted. Winnipeg Electric has shown weakness and fallen noticeably, and Twin City are also down. The Cobalt market has shown greater activity, and a number of issues have sold at higher prices. The falling-off in the general share market is largely due to the halt in the advance in the later American group, which has been somewhat overdone.

Montreal Power.

This has been one of the features of the market, the price advancing from 98½ to over 103. It is understood that the offer of an American group, headed by Mr. Shaw, the late Secretary to the United States Treasury, referred to in a previous letter, has been refused. The offer in question, it will be remembered, was $110 per share, or alternately a guaranteed dividend, for a term of years, which was to be gradually increased to 8 per cent. It was pointed out by your correspondent at the time that there was little likelihood of his offer being accepted.

The Steel Company and Its Coal Supplies.

A recent report from Sidney stated that Mr. Wm. Mackay, who owns large coal properties at North Sydney, has offered to supply the Steel Company with coal upon terms which would show but a small increase over the old contract price of $1.28 paid to the coal company. It is understood that the transportation charges from the Mackay mines—which are quite close to the Steel Company's plant—would not exceed 25 cents per ton, and that the extent of the coal seam offered to the steel company would, if mined at the rate of 250,000 tons a year, last for twenty years. Mr. Jones, the general manager, and Mr. Macdougall, superintendent of mines of the Steel Company, have made an inspection of the property, and the result will be watched with interest.

More French Capital Coming.

That the faith of French capitalists in the future of the Dominion has been undisturbed by a temporary set-back in the progress of the country is proved by a report to the effect that a French syndicate has been formed with the object of investing capital in real estate in Montreal. It is said that the capital, which will be at the disposal of the syndicate in question, aggregates $10,000,000. It is understood that a Canadian Advisory Board has been constituted, which includes such representative names as those of Mr. H. S. Holt, Senator Dandarand, Senator Casgrain, and Mr. U. H. Dandarand.

Bank Clearings on the Mend.

It looks as if the long list of decreases is coming to an end, the returns of the leading cities showing an increase for the past week of over $10,000,000. Montreal's increase was rather over $5,500,000, and Toronto is $6,380,000 in advance of the same week of 1907. St. John shows an increase of $340,000, Quebec $500,000, and Ottawa $450,000. Winnipeg is, however, nearly $1,500,000 behind 1907, but, apart from this, none of the decreases exceed $400,000, and as these are now beginning to compare with the lesser returns of a year ago, it is hoped that a change for the better has really commenced.

Banque de St. Jean.

Shareholders in this concern have been ordered by Judge Lafontaine, of Montreal, to appear before the judge of the St. John Superior Court in order to verify their position on the share register at the time of its collapse.

THE LONDON MARKET.

LONDON, WEDNESDAY.

The past week on the Stock Exchange has not been a period of particular animation, and by far the most prominent feature has been the slump in Yankee Rails, engendered by the political scare, which just now has Wall Street in its grip. The Foreign market has presented a chequered appearance. Business in this section and among mines has been interfered with by the fire at the telephone exchange at Paris. The news of a serious cholera outbreak at St. Petersburg necessitated those bonds receiving influential support from Paris banking interests, but the group is now steadier on favourable budget forecasts. Canadian securities have, of course, to a certain extent been overshadowed by the gloomy conditions paramount in the American market, and in most directions prices have lost ground, though the general sentiment is favourable enough, and Canadas are now showing underlying firmness on a revival of circumstantial reports that the company is about to take over the Chicago Great Western road. Canadas, on the week, however, are rather over 3 down, while Grand Trunk ordinary has dropped ⅝ and the second and third preferences 1½ and ½ respectively. Alberta stock, however, has further risen 2½ and the bonds 1, and Quebec and Lake St. John prior lien bonds are also 1 up. There has been a good deal of fluctuation in the land group. A strong upward movement was noted in the shares of the Southern Alberta Land Company, an important irrigation concern to which we have repeatedly called the attention of our readers. In response to large buying, mainly on provincial account, the price has further advanced to about 25s., as compared with 17s. 6d. when we advised their purchase only as recently as July last. The sharp advance of the past week is due to the satisfactory developments on the property and to the receipt of very optimistic letters from several large shareholders who recently visited it and formed high opinions of the company's lands. Hudson's Bays, however, have reacted 2 to 86, in sympathy with railways. Western Canada Land, after having been lower, recovered sharply this morning to 27s. Trust and Loan of Canada has gained ⅛. Canadian gilt-edged issues have been quiet, and the only movement on the week is a rise of ½ in Ontario Three and a Half per Cent. stock to 92½. The prospectus appears elsewhere of an issue of £159,800 in 4 per cent. sterling debentures by the city of Victoria (British Columbia). Among miscellaneous descriptions British Columbia Electric Railway deferred has lost a point, but the preferred is 1 up. Dominion Coal and Montreal Light and Power have fallen 2. Canadian General Electric is 1½ down. Cobalt Townsite has eased 1-16 to 9-16. Rio de Janeiro Trams are 1½ weaker.

NEW ISSUE.

Messrs. Chaplin, Milne, and Grenfell issue, on behalf of the capital of British Columbia—one of the richest provinces of the Dominion—of a 4 per cent. loan for £159,800, the full prospectus of which appears in another column. This is the first time the city of Victoria has appeared in this market as a borrower, and it is worth noting that it ranks immediately after Montreal, Toronto, and Winnipeg. The 4 per cent. sterling debentures of £100 each are well secured, and the total debt of the city, exclusive of the present issue, amounts to but £593,512, whilst the ratable value for the present year is estimated by the comptroller to the city at £4,113,553. In view of the substantial premiums at which the recently issued loans by Montreal, Calgary, and Winnipeg are now quoted, these City of Victoria sterling debentures look decidedly attractive at anything under par.

FINANCIAL ITEMS.

The Cobalt Revival.—After a period of prolonged quietude, Cobalt shares have sprung into activity with an advancing trend. It was unfortunate that the properties which were exploited in London should not have been at all representative of the camp. The La Rose Mine has been making a very remarkable record of production and during August mined 277,136 ounces of silver valued at $124,603, mining costs being $16,000, leaving a net profit of $108,603. The capitalisation is $5,750,000, and the mine has been making profits for the past three months equivalent to over 25 per cent. The Cobalt camp numbers at present 29 producing properties, and the output of silver has been over 500 tons weekly for the past two months, and bids fair to continue. While the low price of silver affects profits, it does not make production impossible, on account of the richness of the ore and the low costs of mining.

Stratton's Independence, Ltd.—The resolutions for winding up voluntarily and reconstructing the company passed at the extraordinary general meeting on July 29, have been duly confirmed at the second extraordinary general meeting. Holders of shares of £1 each in this company, are entitled to apply for the same number of shares of 2s. 6d. each in the new company, such new shares being issued credited with 1s. 6d. per share paid up, and with a liability of 1s. per share. This is payable in instalments, viz., 3d. on application, 3d. on allotment, 3d. two months after allotment, and 3d. six months after allotment, as directed by the New Company.

Mr. E. Mackay Edgar has the reputation in Montreal of being one of the most successful operators in the stocks and shares in which Anglo-Canadian financiers are interested, and at the age of 32 is looked upon as a "millionaire." Mr. Edgar, says the *Montreal Star*, entered the office of Senator Mackay, who had been a great friend of his father, and at first performed merely clerical duties in connection with the extensive Mackay Estate. Later he entered the insurance and brokerage business and became associated with Mr. J. H. Dunn, a member of the Montreal Stock Exchange. After some successful transactions in which Mexican financial enterprises largely figured, Mr. Edgar established himself in London. For the last three years he has been a partner in the well-known firm of Messrs. H. R. Sherling and Co.

COBALT SHARES.

"Canada" only quotes the shares of those companies which are regarded as bona-fide mining undertakings. Their appearance in our list does not infer that we regard them as worth buying at the price quoted, but they are to be regarded (subject to weekly revision) as the standard Stocks in Cobalt securities.

The following were the quotations at Toronto on September 12:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Foster-Cobalt Mining Co....	$1,000,000	$1.00	.50	.47
Trethewey	1,000,000	1.00	1.06	1.04
Buffalo Mines Co.	900,000	1.00	3.00	1.50
McKinley-Darragh-Savage Mines	2,000,000	1.00	.94	1.00
Cobalt Silver Queen ...	1,500,000	1.00	1.10	1.08
Green-Meehan Mining Co...	1,500,000	1.00	.16	.15
Coniagas	4,000,000	5.00	5.20	4.90
Kerr Lake Mining Co. ...	3,000,000	5.00	3.50	3.00
University Mines	1,000,000	10.00	4.00	3.00
Nipissing Mines Co. ...	6,000,000	5.00	9.00	8.62½
Nova Scotia Silver-Cobalt .	1,800,000	1.00	.55½	.54½
Temiskaming (new) ...	2,000,000	1.00	.88	.87

CANADIAN RAILWAY REVENUE STATISTICS.

Name of Railway.	Seven Days Ending Sept. 14.	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease.
Alberta.....	$7,010	$3,772	—
Canadian Pacific	$1,431,000	—	$32,000
Grand Trunk	£120,427	—	£15,363
Canada Atlantic.....	£6,667	—	£3,653
Grand Trunk Western...	£22,917	—	£6,648
Detroit Grand Haven...	£7,539	—	£157
Mexican	$134,000	—	$24,000
Mexican Southern	$25,900	—	$2,618
Quebec Central.....	$18,665	—	$3,080
Canadian Northern	$202,800	$14,000	—

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CANADIAN SECURITIES.

LATEST PRICES IN MONTREAL AND TORONTO.

BANKS.	Paid	Price per Share per $100.
Bank of Brit. North America ...	£50	145
Bank of Hamilton	$100	192½
Bank of Montreal	100	231½.232
Bank of New Brunswick ...	100	272†
Bank of Nova Scotia	100	277.277½
Bank of Ottawa...	100	207¾
Bank of Toronto	100	216
Banque d'Hochelaga	100	135.136
Banque Nationale	30	120†
Canadian Bank of Commerce...	50	161
Dominion Bank...	50	233
Eastern Townships Bank ...	50	149½
Imperial Bank of Canada ...	100	225
Merchants' Bank of Canada ...	100	152½.153½
Metropolitan Bank	100	192.192½
Molson's Bank	100	194.196
Quebec Bank	20	120
Royal Bank of Canada... ...	100	215.220
Standard Bank of Canada ...	50	219.220
Traders' Bank of Canada ...	100	130.132
Union Bank of Canada ...	100	133.135
Union Bank of Halifax ...	50	—

LOAN COMPANIES.		
Agricultural Savings and Loan	50	119
British Columbia Permanent Loan and Savings	100	—
Canada Landed and National Investment	50	126½
Canada Permanent Mortgage ...	10	136
Canadian Savings and Loan ...	50	—
Cent. Canada Loan & Savings..	100	160
Dom. Savings and Investment	50	70.72
Hamilton Provident and Loan	100	120
Huron & Erie Loan & Savings..	50	180
Imperial Loan and Investment	100	70†
Landed Banking and Loan ...	100	118.120
London & Can. Loan & Agency	50	105
London Loan	50	119†
Montreal Loan and Mortgage...	25	134†
National Trust of Ontario ...	100	150
Ontario Loan and Debenture ...	50	131½
Real Estate Loan and Debenture	40	85
Toronto General Trusts ...	100	143½
Toronto Mortgage	50	109
Toronto Savings and Loan ...	100	126†

INSURANCE.		
British America	50	—
Canada Life	400	159†
Confederation Life	10	285†
Imperial Life	45	145†
Sun Life of Canada	15	—
Union Life	100	—
Western	20	—

RAILWAYS, TRAMWAYS, LIGHT, AND POWER.		
Canadian General Electric ...	100	103
Consumer's Gas, Toronto ...	50	197
Electric Development of Ontario	100	25
Do. 5% Bonds	100	88½
Halifax Electric Tramway ...	100	100.102
Hamilton Cataract Power, Light, and Traction	100	—
Havana Electric Railway ...	100	32¼
Do. 6% Preferred... ...	100	80½
London Electric...	100	89¾†
London Street Railway ...	40	97¼†
Montreal Street Railway ...	50	181
do. do. 4% Bonds	100	95
Montreal Light, Heat and Power	—	101½
Ottawa Electric Railway ...	100	—
St. John Railway	100	97
Toronto Electric Light... ...	100	117
Toronto Railway	100	104
Trinidad Railway	100	—
Twin City Rapid Transit ...	100	87½.88
Winnipeg Electric St. Railway	100	164½

SHARES QUOTED ON THE LONDON MARKET.			
British Columbia Develpmt Ass.	1	1/16	1/16
Le Roi	5	1/2	5/8
Le Roi No 2	5	1 7/16	1 9/16
Tyee Copper	1		1/2
Ymir...	1	1/6	2/6

* In Canada to facilitate business the actual denomination of securities is generally ignored and stocks and shares are quoted at so much % on an assumed par value of $100. † Last sale.

IRON, COAL, AND STEEL, &c.	Paid.	Price per Share per $100.*
Cariboo Hydraulic Mining ...	1	—
Consolidated Mines	100	—
Crow's Nest Pass Coal	100	—
Dominion Coal	100	57
Do. 7% Preferred	100	95½.100
Do. 5% Bonds	100	92
Dominion Iron and Steel ...	100	17
Do. 7% Preferred	100	65
Do. 5% Bonds	100	77
Intercolonial Coal Mining ...	100	60†
Do. 7% Preferred	100	100½†
Montreal Steel Works	100	68.72
Do. 7% Preferred	100	93
Nova Scotia Steel and Coal ...	100	48½
Do 8% Preferred	100	112
Do. 6% Bonds	100	105.109

MISCELLANEOUS.		
Bell Telephone	100	136
Do. 5% Bonds	100	101.103
Canada North-West Land ...	25	105
Do. 6% Preferred	60	—
Canadian Coloured Cotton Mills	100	48.50
Do. 6% Bonds	100	99.100½
Canadian Salt 7% Preferred ...	100	—
Dominion Telegraph	50	104
Dominion Textile 7% Preference	—	84½.86
Do. 6% Bonds, Series "A"	—	85
Dunlop Tyre 7% Preference ...	100	—
Lake of the Woods Milling ...	100	92
Do. 7% Preferred	100	112
Do. 6% Bonds	100	105.105½
Laurentide Paper	100	102
Do. 7% Preferred	100	112
Do. 6% Bonds	100	105.111
Montreal Cotton	100	104
Montreal Telegraph	40	138.141
Niagara Navigation	100	120†
Northern Navigation	100	97.98
Ogilvie Flour Mills	100	106
Do. 7% Preferred	100	114½.115½
Do. 6% Bonds	100	105.110½
Ontario and Qu'Appelle Land...	40	—
Richelieu & Ontario Navigation	100	73.74½
Rogers, W. A., 7% Preferred ...	100	—
St. Lawrence & Chicago Navigation	100	123

The Quebec Central Railway.—The fiscal year of the company in future will be from July 1 until June 30. The results for the six months ended June 30 are: Gross receipts, $541,052; working expenses and taxes, $401,557; net earnings, $139,495; fixed charges, $49,369; interest on 3 per cent. debenture stock, $24,674; surplus, $65,452. The above surplus, added to the balance of $15,452 carried forward, makes a total of $80,904, which will admit of the full half-year's interest of 3½ per cent. on the income bonds. Mr. Edward Dent, president of the company, accompanied by Mr. Alexander Bremner, one of his colleagues on the board, is now in Canada inspecting the property of the company and the country through which extensions are projected. According to an interview published in the *Sherbrooke Daily Record*, Mr. Dent is much pleased with the condition in which he has found the line, and has been greatly struck with the industrial development of the districts served, which has had not a little to do with the increasing traffic. The expansion of the asbestos and pulp-wood industries particularly impressed him, as now over half the total weight of goods carried on the system comes from those enterprises. Mr. Dent hopes for a good deal from the extension from St. George to Gabano on the Temiscouata Railway, a charter for which was recently obtained.

Canadian Northern Prairie Lands Co., Ltd.—The capital stock registers will be closed to September 30 against transfers for the preparation of warrants for dividend for the half-year to June 30 at the rate of 10 per cent. per annum.

White Pass and Yukon.—The receipts for the week ending September 7 were $39,500.

Any of our readers who wish for special information regarding any particular town or district of the Dominion should examine the list given on page vi.

PUBLIC NOTICES.

RIO DE JANEIRO TRAMWAY LIGHT AND POWER COMPANY, LTD., FIVE PER CENT. 50-YEAR MORTGAGE BONDS.

The Canadian Bank of Commerce will pay, on and after the 1st October, COUPON for £1 1s. 5d. attached to the Scrip Certificates issued in connection with the above Bonds.

Coupons must be left at the Bank three clear days for examination.

No 2, Lombard Street, E.C.
September 18, 1908.

ALBERTA RAILWAY AND IRRIGATION COMPANY.

Notice is hereby given that the Registers of the Company's 5 per cent. Debenture Stock will be closed from Thursday, the 1st October, to Monday, 19th October, both days inclusive, for the purpose of preparing Interest Warrants for the 3 per cent., being the balance of Interest for the year ending 30th June, 1908.

By Order,
DAVID AMEY,
Secretary.

37, Old Jewry, London, E.C.,
18th September, 1908.

Rio de Janeiro Tramway Light and Power Co.—The Canadian Bank of Commerce will pay, on and after October 1, coupon for £1 1s. 5d., attached to the scrip certificates issued in connection with the company's 5 per cent. 50-year mortgage bonds. Coupons must be left at the bank three clear days for examination.

Bank Branches in Canada.—There are now 1,912 branches of Canadian banks distributed as follows: In Canada, 1,864; Newfoundland, 5; elsewhere, 43.

THE BANK OF TORONTO.
Head Office—TORONTO, CANADA.
Capital $4,000,000
Reserve Fund $4,500,000
70 Branches throughout Canada.
London Agents:—The London City and Midland Bank, Limited.
Collections made on best terms and proceeds promptly remitted.
Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

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The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $5,000,000 (£1,027,397).**

President—B. E. WALKER. **HEAD OFFICE—TORONTO.** General Manager—ALEX. LAIRD.

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook, Creston, Dawson, Fernie, Greenwood, Kamloops, Ladysmith, Mission City, Nanaimo, Nelson, New Westminster, Penticton, Prince Rupert, Princeton, Vancouver (3 offices), Victoria, White Horse

WESTERN PROVINCES

Bawlf, Brandon, Calgary, Canora, Carman, Claresholm, Crossfield, Dauphin, Drinkwater, Durban, Edmonton, Elgin, Elkhorn, Gilbert Plains, Gleichen, Grandview, Granum, Hardisty, High River, Humboldt, Innisfail, Innisfree, Kamsack, Langham, Lanigan, Lashburn, Lethbridge, Lloydminster, Macleod, Medicine Hat, Melfort, Moose Jaw, Moosomin, Nanton, Neepawa, Nokomis, N'th Battleford, Norwood, Pincher Creek, Ponoka, Portage la Prairie, Prince Albert, Radisson, Red Deer, Regina, Saskatoon, Stavely, Stony Plain, Strathcona, Swan River, Treherne, Vegreville, Vermilion, Vonda, Wadena, Watson, Wetaskiwin, Weyburn, Winnipeg (8 offices), Yellowgrass

ONTARIO AND QUEBEC

Ayr, Barrie, Belleville, Berlin, Blenheim, Brantford, Cayuga, Chatham, Cobalt, Collingwood, Crediton, De Lorimier, Dresden, Dundas, Dunnville, Exeter, Fort Frances, Fort William, Galt, Goderich, Guelph, Hamilton, Kingston, Latchford, Lindsay, London, Montreal (2 offices), Orangeville, Ottawa (2 offices), Paris, Parkhill, Parry Sound, Peterboro', Port Arthur, Port Perry, Quebec, Rainy River, St. Catharines, Sarnia, Sault Ste. Marie, Seaforth, Simcoe, Stratford, Strathroy, Thedford, Toronto (10 offices), Toronto Junction, Walkerton, Walkerville, Waterloo, Wiarton, Windsor, Wingham, Woodstock

MARITIME PROVINCES

Alberton, Amherst, Antigonish, Barrington, Bridgewater, Charlottetown, Halifax, Middleton, Montague, New Glasgow, Parrsboro', St. John, Shelburne, Souris, Springhill, Summerside, Sydney, C.B., Truro, Windsor

IN THE UNITED STATES

New York, Portland, Ore., San Francisco (2 offices), Seattle, Skagway

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. S. CAMERON ALEXANDER, *Manager.*

Agents in Scotland—**Bank of Scotland.** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the North-West Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 480,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.

A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL

H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man., Ashcroft, B.C., Battleford, Sask., Belmont, Man., Bobcaygeon, Ont., Brandon, Man., Brantford, Ont., Cainsville, Ont., Calgary, Alta., Campbellford, Ont., Darlingford, Man., Davidson, Sask., Dawson, Yukon Dist., Duck Lake, Sask., Duncans, B.C., Estevan, Sask., Fenelon Falls, Ont., Fredericton, N.B., Greenwood, B.C., Halifax, N.S., Hamilton, Ont., " Barton St., " Victoria Ave., Hedley, B.C., Kaslo, B.C., Kingston, Ont., Levis, P.Q., London, Ont., " Market Square., " Hamilton Road., Longueuil, P.Q., Midland, Ont., Montreal, P.Q., " St. Catherine St., N. Vancouver, B.C., North Battleford, Sask., Oak River, Man., Ottawa, Ont., Quebec, Que., Reston, Man., Rossland, B.C., Rosthern, Sask., St. John, N.B., " Union St., Toronto, Ont., " King and Dufferin Sts., " Bloor St. and Lansdowne Ave., Toronto Jct., Ont., Trail, B.C., Vancouver, B.C., Victoria, B.C., Weston, Ont., Winnipeg, Man., Yorkton, Sask.

AGENCIES IN THE UNITED STATES.

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

IMPERIAL BANK OF CANADA.

Capital Authorised	$10,000,000.00
Capital Paid Up	4,860,306.80
Rest	4,860,306.81

Head Office ... ... TORONTO.

Branches in the Provinces of ONTARIO, MANITOBA, SASKATCHEWAN, ALBERTA, and BRITISH COLUMBIA.

Moneys received for transfer to **CANADA,** and Drafts and Letters of Credit issued. In England by **Lloyd's Bank, Limited,** and in Scotland by the **Commercial Bank of Scotland, Limited,** at their Head Office and all Branches.

Special attention given to Canadian Collections forwarded either direct to the Head Office in Toronto, to the Branch in Montreal, . . . or through its Agents in England and Scotland. . . .

A GENERAL BANKING BUSINESS TRANSACTED THROUGHOUT THE DOMINION OF CANADA.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$3,800,000
Reserve Fund and Undivided Profits.	5,000,000
Deposits by the Public	34,000,000
Total Assets	48,000,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:

NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*

H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

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BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,260,274 Sterling. Undivided Profits, £143,880 0 0

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., *Honorary President.*
Hon. Sir GEO. A. DRUMMOND, K.C.M.G., *President.* E. S. CLOUSTON, Esq., *Vice-President.*
A. T. PATERSON, Esq. E. B. GREENSHIELDS, Esq. Sir WILLIAM C. MACDONALD. R. B. ANGUS, Esq. JAMES ROSS, Esq.
Hon. ROBERT MACKAY. Sir THOMAS SHAUGHNESSY, K.C., V.O. DAVID MORRICE, Esq.

HEAD OFFICE, MONTREAL - - - E. S. CLOUSTON, *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont.
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S. [P.E.I.
Charlottetown.
Chatham, N.B.
Chatham, Ont.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Chilliwack, B.C.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Guelph, Ont.
Grimsby, Ont.
Gretna, Man.
HALIFAX, N.S.
and Sub-Branch,
,, North End.
HAMILTON, Ont.
,, Sherman Avenue.
Hartland, N.B.
Holstein, Ont.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lake Megantic, Que.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat., Alta.
Millbrook, Ont.
Moncton, N.B.
MONTREAL, Que.,
and Sub-Branches.
,, Hochelaga.
,, Papineau Avenue.
Point St. Charles.
,, St. Henri.
,, Seigneurs Street.
,, Westmount.
,, S. Anne de Bellevue
,, West End
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
OTTAWA, Ont.,
and Sub-Branches.
,, Bank St. and Hull.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Port Arthur, Ont.
Portage La Prairie, Man.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC,
and Sub-Branches.
,, St. Roch.
,, Upper Town.
Queensville, Ont.
Raymond, Alta.
Regina, Sask.
Rossland, B.C
Rosenfeld, Man.
St. John, N.B.
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon.
Sawyerville, Que.
Shediac, N.B.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
TORONTO, Ont.,
and Sub-Branches.
,, Carlton and
Dundas Streets.
,, Queen Street.
,, Richmond Street.
,, Yonge Street.
Trenton, Ont.
Tweed, Ont.
Vancouver, B.C.
Sub-Branch, West-
minster Avenue.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
WINNIPEG, Man.,
and Sub-Branches.
,, Fort Rouge.
,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland
Birchy Cove.
St. John's.

In United States.
NEW YORK,
31, Pine Street.
CHICAGO,
Cor: La Salle and
Monroe Street.
SPOKANE,
State of Washington

In Mexico.
CITY OF MEXICO.

Correspondents in United States.

Boston—Merchants National Bank. Buffalo—The Marine National Bank. New Orleans—Whitney Central National Bank.
Philadelphia—Bank of North America. San Francisco—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—Rt. Hon. Lord STRATHCONA and MOUNT ROYAL, G.C.M.G., THOMAS SKINNER, Esq.,
FREDK. W. TAYLOR. *Manager.* H. HAYLOCK, *Assistant Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE
MOLSONS BANK.

Incorporated 1855.

Capital, paid up £690,448 - $3,360,170
Reserve Fund £690,448 - $3,360,170

Head Office, Montreal.

66 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $3,900,000 RESERVE - $4,390,000

Head Office - - - MONTREAL.
86 Branches in Canada.
9 Branches in Cuba.

Branches in Newfoundland and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS, OR INDIVIDUALS, CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—
BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established - 1864

Capital Paid Up, $6,000,000 (£1,232,876) Reserve Fund and Undivided Profits, $4,267,400 (£876,864)

HEAD OFFICE—MONTREAL

Sir H. Montagu Allan, Kt., *President.* Jonathan Hodgson, Esq., *Vice-President.*
E. F. Hebden, *General Manager.* T. E. Merrett, *Supt. of Branches and Chief Inspector.*

BRANCHES AND AGENCIES.

ONTARIO

Acton
Alvinston
Athens
Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin
Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Markdale
Meaford
Mildmay
Mitchell
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St. James St.
,, 1255 St. Catherine St. E.
,, 310 St. Catherine St. W.
,, 1330 St. Lawrence Boul.
,, Town of St. Louis
Beauharnois
Lachine
Quebec
,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Jerome
St. Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris
Napinka
Nerpawa
Oak Lake
Port'e la Prairie
Russell
Souris
Winnipeg

Alberta.

Calgary
Camrose
Carstairs
Daysland
Edmonton
Ft. Saskatche'n
Lacombe
Leduc
Lethbridge
Medicine Hat
Olds
Red Deer
Sedgewick
Stettler
Tofield
Vegreville
Wainwright
Wetaskiwin

Saskatchewan

Arcola
Carnduff
Gainsborough
Maple Creek
Melville
Oxbow
Whitewood

British Columbia

Vancouver
Victoria

AGENCY IN UNITED STATES—NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY and C. J. CROOKALL, Agents.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopsgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 117 Branches of THE MERCHANTS' BANK OF CANADA.

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Banking, Insurance and Finance.

C.P.R. Figures. Brief reference has already been made to the report of the Canadian Pacific Railway for the year ending the 30th June last. Much of its contents had been anticipated, and we have already dealt with the new capital proposals of the Board. Summarised the statement shows that although the great Canadian system has suffered from the trade reaction which has been universal in North America for the greater part of the period covered by the report, the falling off in gross revenue is less than $1,000,000, the gross revenue of $71,384,174 being only $833,354 behind the previous twelve months. The substantial increase of $2,677,589 in the working expenses has led to a reduction in the net revenue of $3,510,943. Other earnings are $98,958 lower, but the satisfactory showing made by steamship earnings, which are $389,111 higher, brings down the decline in the total net revenue for the year to $3,220,790. Interest charges are up $258,321, and appropriations $100,000, so that finally the divisible balance is $14,880,515, or $3,579,111 lower than last year. The Preference dividend calls for $180,179 more than in the 1907 accounts, so that actually there remained $12,880,515 available for the common stock. Dividends absorb $7,300,800 of this, leaving a surplus of $5,579,715, which is $3,759,290 less than a year ago. The amount spent on railway equipment reached the huge total of $31,377,000, which was quite apart from the $3,800,000 transferred from the accumulated profit account. It is worthy of note that only $24,332,770 was received on capital account, so that expenditure was far in excess of receipts. It is this and the necessity of always being prepared for the heavy requirements of huge systems such as this which has led the directors to seek the necessary powers to raise the capital to $200,000,000.

* * *

The Alberta Deal and Land Results. One of the important developments of the year was the decision of the Board to secure a controlling interest in the Alberta Railway and Irrigation Company, and its coal supplies, at an outlay of $2,000,000, a development which sufficiently explains the persistent upward movement in the capital stock of this concern. In such a year as that experienced in Canada it will hardly come as a shock to the stockholders that there has been a very material decrease in the land sales, which have fallen from 994,840 acres in the preceding twelve months to 164,450 acres, the averages being respectively, however, $5.92 and $9.54, this very material increase showing that despite the difficulties which have recently been experienced in selling lands the upward trend in the values obtained has been maintained. On this point it must be remembered that the increase is more nominal than real, owing to the fact that the previous transactions included some large transactions, which were made at comparatively low prices, and so reduced the average for the 1906-07 period. Still, even making allowance for this, the fact remains that in a period of trade reaction and general depression the company has been able to place a very considerable acreage of its huge land areas at decidedly remunerative prices.

* * *

The C.P.R.'s Capitalisation. The well-informed Toronto correspondent of the Canadian Agency, Limited, in his latest communication points out that the directors of the Canadian Pacific Railway, in asking the shareholders to sanction the issue of a further $50,000,000 of common stock are again taking time by the forelock, and that—as announced in our last week's market report—they have no immediate intention of offering the additional stock. The directors of the C.P.R. merely desire to make provision for the further expansion in the business of the system which is inevitable. This extra $50,000,000 will raise the authorised capital to $200,000,000, of which, when the final payment on the last issue of $24,336,000 has been made, there will be outstanding $146,016,000, leaving a balance authorised for future capital requirements of $53,984,000, equal to a small fraction over one share for every three at present issued. The correspondent gives some interesting particulars with regard to the present market capitalisation of the C.P.R.'s different classes of securities. At prices current when the valuation was made the total was rather more than $500,000,000. Divided by the last official mileage the total debt is $54.712 per mile, as against $45.140 per mile in 1905. It is very encouraging to remember, however—especially in view of the trade reaction from which Canada has been suffering—that the net earnings per mile for the year covered by the report recently issued, amounted to 4.3 per cent. on the market capitalisation of the company's total issued securities, as against only 4 per cent. for the comparative period, which shows that the increase in capitalisation during the past three years has been fully justified.

Improved Bank Clearings. It is very encouraging to note that the bank clearings are at last beginning to show sensible improvement. In the latest week for which we have data there was a net increase of as much as $10,597,000 in the returns made by thirteen cities, the actual totals being $82,186,500 as compared with $71,589,000 for the same week in 1907. The gains by Montreal and Toronto were respectively $5,555,572 and $6,386,911, which largely reflect the recent increase in business on the Canadian Exchanges. The heaviest decrease is shown by Winnipeg, which is $1,431,760 behind last year. As the returns will now begin to compare with the declining figures recorded at the end of last year this upward movement should continue, especially as the latest reports indicate that the long deferred revival in Canadian trade has really commenced. A significant fact which shows the optimistic views held in railroad circles is the recalling by the different companies of empty freight cars in use on foreign lines in preparation for a material increase in traffic. It is worth noting, by the way, that the heavy decreases in railroad traffics for the last ten days in August was due to the fact that last year the Toronto Exhibition—an annual event—began a week earlier than this year, and that as a consequence this year's August traffics do not include the substantial takings derived from this source, which will come into the September statements.

* * *

Improved Trade Outlook in Canada. It is gratifying to have our own correspondents' hopeful view of the trade situation in Canada endorsed by such a conservative authority as the Commercial Editor of our contemporary, the *Toronto Globe*. In reviewing the trade outlook the writer in question finds excellent reasons for considering "that the commercial situation is gradually righting itself." Whilst business has been retarded by the reluctance of wholesale houses to extend further credits until the future was more defined, "now that the largest crop that the West has yielded is practically assured, the change for the better, which has been proceeding by slow stages, is receiving an impetus. Country merchants are meeting their maturing bills in an unlooked-for degree, and this is giving rise to greater confidence, whilst the gradual loosening of funds will make it easier for wholesalers and manufacturers to assist those sections of the country which have not yet felt the change for the better. Retail stocks in many lines have become so low that replenishment is necessary, and this should result in a considerable acceleration in the movement of goods." Our contemporary considers that "the change in business conditions, while not so pronounced as one might wish, has all the elements of permanency," the best feature of this being the fact that business men are taking heart again, and are cautiously extending their operations.

* * *

Common-sense Advertising. Financial advertisements in the Canadian newspapers offer a striking contrast to those in the home Press. In this country the stringent rules of the London Stock Exchange preclude the members of the Exchange from appealing direct to the public; indeed, it is not permissible for a broker to even send out his circulars or market reports to any one other than his own clients. Different conditions obtain in Canada, where financial institutions, brokers, and bond dealers regularly advertise particulars of stocks in which they are interested, or which they feel justified in recommending to the investing community. Some of these advertisements are gems of what such announcements should be. One corporation which is devoting itself to pushing Street Railway bonds in a recent advertisement put the case for this class of investment in a nut-shell. It pointed out that the uncertainty which was felt as to electrical railways a dozen years ago had been dissipated, and that the street railway was as necessary to the large town and city as its schools, and water, light, and sanitary systems. It is claimed that as a dividend earner, when well managed, "the street railway ranks with (frequently above) the steam railroads," and that as an investment "the bonds of a prosperous street railway are desirable from every point of view," an assertion with which we are in complete accord. The 5 per cent. bonds, which this particular company is advertising, show the very satisfactory return of 5½ per cent. to the purchaser, which affords proof of the substantial yields obtainable on this class of investment.

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Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents.

COBALT.

Shipments were made as follows during the week ending September 12:—

	lbs.
*Cobalt Central	49,290
City of Cobalt	254,380
Drummond	666,000
La Rose	267,280
Nipissing	304,100
Nova Scotia	40,500
O'Brien	257,680
Right of Way	113,090
Temiskaming	102,940

Total, 2,008,760lbs. (1,004 tons).

*Concentrates.

With this week's shipments, which are a record shipment for a week in themselves, the Cobalt mines have in the eight and a-half months of this year to date excelled the total amount ore shipped during the whole of last year by 1,342 tons.

At Gowgunda, on the east branch of the Montreal river, prospectors are stated to have shovelled up eight flour sacks of silver nuggets from the ground. A vein of solid silver, 25 feet long, is said to have been uncovered, and they have been offered $300,000 for the claim. Fifty thousand dollars worth of ore is rumoured to be in sight.

The Chambers-Ferland mine, the new shipper at Cobalt, lies close to the La Rose mine, and catches the veins of that property and of the O'Brien and Nipissing. Three shafts have been sunk and considerable surface work has been done in opening up the 18-inch vein discovered on the property. No. 1 shaft is near the O'Brien No. 1, and is 100 feet deep. It was from the workings in No. 1 shaft that the 30-ton car of No. 1 grade ore was shipped during the week ending September 5. This No. 1 vein is a continuation of the O'Brien vein which runs through the Chambers-Ferland west into the La Rose, and is the vein that the La Rose Company picked up in their No. 10 tunnel. This vein in the La Rose tunnel had a width of between three and four inches, and several tons of high-grade ore were sacked that averaged 3,600 ounces of silver to the ton. The screenings taken out by La Rose from this rock matter averaged 350 ounces of silver to the ton. Shaft No. 2 is near the travelled roads, and is down 100 feet. At the 80-foot level a cross-cut westward has been started to tap the silver vein 40 feet distant. La Rose shipped a car of ore from this vein last year that carried 2,400 ounces to the ton. Two cobalt veins appeared in the shaft, 2 inches and 1½ inches wide. Shaft No. 3 is sunk on vein No. 7, down 22 feet. This is a cobalt vein, carrying silver value. They are La Rose veins and show 1,000 ounces of silver to the ton on the surface on that property. Thirty-eight men and four drills are working double shift. Subsequent to the mine starting shipping 425,000 of its shares have been sold.

A big find is announced on the Princess, which is adjacent to the Silver Queen, and one of the properties owned by the La Rose Company.

ROSSLAND.

Shipments were made as follows during the week ending September 12:—

	Tons.
Centre Star	2,611
Le Roi	970
Le Roi No. 2	405
Evening Star	27
Total	4,013

BOUNDARY.

The week's (ending September 12) shipments were:—

	Tons.
Granby	19,102
Mother Lode	9,804
Oro Denoro	2,820
Snowshoe	1,607
Total	33,333

The eighth ordinary general meeting of the Granby company will be held at the head office of the company, 52, Broadway, New York, on Tuesday October 6.

It is stated that the British Columbia Copper Company have secured an option on properties valued at upwards of $1,000,000. The properties in question are the Molly Pritchard and Athelstan Fraction, the Jack Pot, and the Buttercup. Located in Wellington camp, about three miles from Phœnix, the properties adjoin each other, and are close to the Athelstan mine of the Dominion Copper Company.

SLOCAN-KOOTENAY.

During the week ending September 12 the following shipments were made:—

	Tons.
St. Eugene	910
Whitewater	70
Whitewater, milled	280
Granite	26
Granite, milled	250
Queen, milled	185
Richmond	70
Arlington, Erie	25
Standard	22
Silver Cup	32
Ruth	21
Slocan Star	22
Sunset	30
Silver King	52
Bluebird	13
Colville Co.	4
Total	2,027

The last shipment of 21 tons of ore from the Sally mine, near Beaverdell, is said to have netted the company, after paying freight and treatment, $3.175. The freight alone from the mine to Midway for shipment amountel to $80 per ton.

NEW BRUNSWICK.

It is reported from St. John, New Brunswick, that a new company has acquired the antimony deposits at Lake George, York county, New Brunswick, and has begun active operations. The property extends over two square miles, and contains two well-defined veins of antimony. Two main shafts have been sunk to a depth of 220 ft. and 260 ft. respectively; eight other shafts have been sunk to a depth of 25 ft. to 100 ft. each, thus proving the veins for more than a mile in one prevailing direction. The veins vary from 6 in. to 4 ft. in thickness, 20 in. being a safe average. Various assays have been made, returning from 50 to 78 per cent. antimony.

BRITISH COLUMBIA MINING DEVELOPMENT.

Mr. R. W. Brock, acting director of the Geological Survey of Canada, who has just completed a tour of the mining camps of British Columbia in company with Hon. William Templeman, Minister of Mines, declared in an interview: "I am really amazed at the progress of the mining industry of British Columbia since my last western tour. There is no doubt that the era of wild-cattling and irresponsible flotations is a thing of the past, and that real mining is being conducted with decided success throughout the Kootenays. The possibilities of the industry in this, the richest province of the Dominion, are illimitable. Each year henceforth will show a progressive increase in the output of gold, silver, copper, and coal." The members of the Canadian Mining Institute, accompanied by the party of European mining engineers and geologists who are now on a visit to Canada, will make a tour to the Western mining camps, and their inspection may result in the investment of a great deal of British and foreign capital in British Columbian mining propositions. It is quite certain that capitalists would not hesitate to follow the advice of these eminent experts.

SMELTER RECEIPTS.

The amounts of ore received at the smelters during the week ending September 12 were:—

	Tons.
Granby	19,102
B.C. Copper Co.	12,624
Trail	6,269
Le Roi	1,140

Crow's Nest Pass Coal Co., Ltd.—The output for the week ending September 18 was 19,234 tons; daily average 3,205 tons.

REAL ESTATE NOTES.

Ottawa.—There was more activity in building during the latter part of August and part of September in Ottawa than earlier in the summer. A large number of residences have been erected in the locality of the corner of Preston and Somerset Streets. Tenders have been received for the tuberculosis home. Work has been begun upon the erection of the addition to the Catholic Lyceum. A number of expensive residences are either in course of construction or will be erected soon, so that altogether the next few months will be more active than have been the past three.

Fort William.—The building permits in the city of Fort William for the current year up to September 10 reached the magnificent total of $1,250,000 and the prospects are that ere the close of the year they will be nearer the $2,000,000 mark. Among the principal structures erected or about completed are:—

Elevator D, $500,000; Murray block, $75,000; police station and fire hall, $18,000, Masonic Temple, $50,000; Presbyterian church, $70,000; McKellar hospital addition, $75,000; Cuthbertson block, $100,000; new schools, $65,000; Methodist church, $20,000; Preston block, $12,000; Hawke block, $15,000; Palace Theatre, $8,000; Laidlaw block, $7,000; Morning Herald building, $12,000; Piper's block, $15,000; Grahame and Horne block, $50,000.

Winnipeg.—The Young Women's Christian Association Building in course of erection in Ellice Avenue, is to cost $85,000. A building permit has also been issued for the new St. Matthew's Anglican Church, to cost $13,000.

Brandon.—Real estate shows recovery from the lethargy of the last twelve months.

As regards the city itself, there has been a rapid increase in the value of property on the eastern outskirts, due to a great extent to the projected improvements to be made by the municipal authorities.

Lots in the vicinity of Rideau Park, hitherto comparatively valueless and unsaleable, have doubled in value, in anticipation of the park being an accomplished fact before many months have elapsed.

Several commissions are now being handled by builders for the erection of residences, more especially in the east and south-west portions of the city, which will be completed before the hard weather sets in.

Vacant lots at the west end of the city continue to maintain their high value. In the opinion of some dealers their value is overrated, so much so, that it will be long before any adequate return can be realised on capital so invested.

In spite of this fact, however, the demand for such property is daily increasing, a proof that at least comparative relief may be confidently expected from the tie up recently experienced in real estate.

The British investor is not likely to have such good opportunities to acquire bargains in the near future.

Regina.—The change which three years has made in the appearance of this city astonished a visitor who was last here in 1905. Then it possessed a lot of unpretentious wooden buildings which commanded very little attraction. Now new substantial business blocks, residences, churches, schools, public buildings, and hotels adorn the city on all sides. Other expensive buildings are in course of erection, and will continue for some time. Three years' work in the capital have wrought a wonderful change, and the city will soon have an electric street car service.

Hanley, Sask.—Five thousand acres of land in this locality have been sold lately to settlers from Iowa at prices ranging from $18 to $28 per acre. After the harvest a large number of other settlers from American States are expected.

Vancouver.—A lot, 50 ft. by 120 ft., at the corner of Seymour and Dunsmuir Streets has been sold for $35,000. The last half of the Hastings Street business block, between Carrall and Abbott Streets, has been sold for $40,000.

Grand Forks.—This season Mr. Robert Lawson, who owns a tract of land on the Covert Estate, sold 256 crates of strawberries which were raised on a piece of land two-fifths of an acre in extent. These berries sold for $2.60 per crate, which brought $665.60, or at the rate of $1,664 per acre.

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